

# THE **SUMMER CLASSIC** SALE

Collectors' Motorcycles, Motor Cars and Automobilia

In association with the VMCC Banbury Run

Saturday 20 June 2015

Bonhams Oxford



# Bonhams



# THE SUMMER CLASSIC SALE

## Collectors' Motorcycles, Motor Cars and Memorabilia In Association with The VMCC Banbury Run

Saturday 20 June 2015 at 10:00, 13:30 and 15:00  
Bonhams Oxford, Woodstock, Oxfordshire, OX5 1JH



### VIEWING

Friday 19 June 09:00 to 17:00  
Saturday 7 June from 08:30

### SALE TIMES

Automobilia 10:00  
Motorcycles 13:30  
Motor Cars 15:00

### SALE NUMBER

22685

### CATALOGUE

£20.00 + p&p

### 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](http://www.bonhams.com)

Please note that bids should be submitted no later than 16:00 on Friday 19 June. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 1865 372 722 fax or bids@bonhams.com

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

### Live online bidding is available for this sale

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

### ENQUIRIES

Automobilia  
+44 (0) 8700 273 618  
+44 (0) 8700 273 625 fax  
automobilia@bonhams.com

Motorcycles  
+44 (0) 20 8963 2817  
+44 (0) 20 8963 2801 fax  
motorcycles@bonhams.com

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

### ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 1865 853 640  
+44 (0) 1865 372 722 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 315 and 423  
Back cover: Lot 428

### IMPORTANT INFORMATION

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

### Bonhams 1793 Limited

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

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

### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, Caroline Oliphant,  
Hugh Watchorn.

### Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,  
Antony Bennett, Matthew Bradbury,  
Lucinda Bredin, Harvey Cammell, Simon Cottle,  
Andrew Currie, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Sophie Law, Fergus Lyons,  
Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,  
Mike Neill, Charlie O'Brien, Giles Peppiatt,  
Peter Rees, Iain Rushbrook, John Sandon,  
Tim Schofield, Veronique Scorer,  
James Stratton, Roger Tappin, Ralph Taylor,  
Shahin Virani, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all **Automobilia** lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For **Motor Cars** and **Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000. Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

## Damage

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

## Cash Limit Acceptance

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank  
Account/Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

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

- † VAT at 20% on hammer price and buyer's premium
- Ω VAT on imported items at 20% on hammer price and buyer's premium.
- \* VAT on imported items at 5% on hammer price and buyer's premium.

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

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

## NOVA (Notification of Vehicle Arrivals)

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

## EU Imports

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

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

## Non-EU Imports

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

## Vehicles imported under Temporary Admission (TA)

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

## Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 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 Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, 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).

## Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

## The Veteran Car Club of Great Britain Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this Catalogue, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## Vehicle Tax Disc

From 1 October 2014, vehicle tax is not transferable therefore any remaining tax offered with a vehicle will automatically be returned/refunded to the current keeper of the vehicle.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

You can tax the vehicle using the New Keeper Supplement (V5C/2) part of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321.

For more information, please visit: [www.gov.uk/government/news/vehicle-tax-changes](http://www.gov.uk/government/news/vehicle-tax-changes)

## Motor Car Preparation

Chris Bailey, Showcases SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

# Guide for Buyers

## Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

## How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

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

## How fast will the auctioneer go?

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

## Are there any warranties offered with the vehicles?

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

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

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

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

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

## Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

## Keys and Documents

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

## Important changes to V5C Registration

### Document procedures

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

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

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

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

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

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

## How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

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

## Payment by cheque

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

## Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

## Cash Limit Acceptance

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

## Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For Motor Cars and Motorcycles a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

## When can I clear my purchases?

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

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

# Your contacts for this sale

## Motorcycle Specialists

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

Ben Walker  
+44 (0) 20 8963 2819  
ben.walker@bonhams.com

James Stensel  
+44 (0) 20 8963 2818  
james.stensel@bonhams.com

Devon & Cornwall  
Jonathan Vickers  
+44 (0) 1726 882 696  
jonathan.vickers@bonhams.com

Herts, Beds & Bucks  
Martin Heckscher  
+44 (0) 1494 758 838  
martin.heckscher@bonhams.com

Midlands  
Robert Cordon Champ  
+44 (0) 1543 411 154  
robert.cordonchamp@bonhams.com

Hampshire  
Mike Jackson  
+44 (0) 1794 518433  
mike.jackson@bonhams.com

Lancashire & Cumbria  
Mark Garside  
+44 (0) 1457 872 788  
mark.garside@bonhams.com

## Motorcycle Administrator

Andy Barrett  
+44 (0) 20 8963 2817  
andrew.barrett@bonhams.com

## Automobilia Specialists

Toby Wilson  
+44 (0) 20 8963 2842  
toby.wilson@bonhams.com

Adrian Pipiros  
+44 (0) 20 8963 2840  
adrian.pipiros@bonhams.com

## Motor Car Specialists

Rob Hubbard  
+44 (0) 20 7468 5805  
rob.hubbard@bonhams.com

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Tim Schofield  
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tim.schofield@bonhams.com

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+44 (0) 20 7468 5809  
sholto.gilbertson@bonhams.com

James Knight  
+44 (0) 20 7447 7440  
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Richard Hudson Evans  
+44 (0) 1789 414983  
richard.hudson-evans@bonhams.com

Robert Hadfield  
+44 (0) 7539 074242  
robert.hadfield@bonhams.com

## Motor Car Administrators

Jane Hogan  
+44 (0) 20 7468 5801  
jane.hogan@bonhams.com

Tom Harrington  
+44 (0) 20 7468 5808  
tom.harrington@bonhams.com

Mark Gold  
+44 (0) 20 7468 5807  
mark.gold@bonhams.com

## Buyers/Sellers Accounts

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax

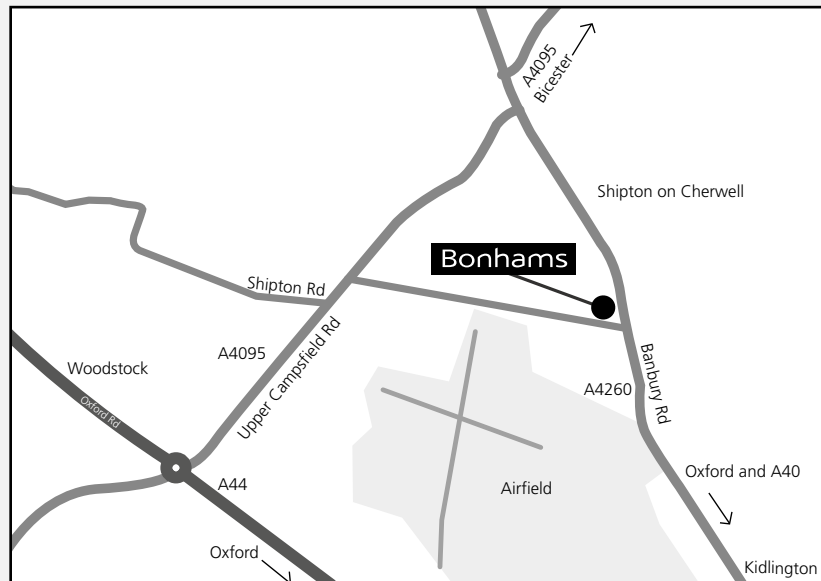
## Press Office

Ruth Fletcher  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

## Catalogue subscriptions

+44 (0) 1666 502 200  
+44 (0) 1666 505 107 fax  
subscriptions@bonhams.com

## Directions to Bonhams Oxford



### Address

**Bonhams Oxford**  
Banbury Road  
Shipton on Cherwell  
Kidlington  
Oxford  
OX5 1JH

### Recommended Transporters

Polygon Transport  
+44 (0) 2380 871 555  
polygon@polygon-transport.com  
www.polygon-transport.com

### Recommended Vehicle Insurance

Hagerty International Limited  
The Arch Barn  
Pury Hill Farm  
Towcester  
Northamptonshire  
NN12 7TB  
+44 (0) 844 824 1134  
www.hagertyinsurance.co.uk

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 30 June 2015 **by appointment only**. Storage charges will begin from this time.

To arrange collection please contact the Automobilia Department +44 (0) 20 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com) to make an appointment.

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

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

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

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

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

## Motorcycles & Motor Cars

Motorcycles and Motor Cars must be collected by 12noon on Sunday 21 June.

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

### Removal and Storage of Vehicles

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

Polygon Transport registered address:

### Polygon Transport

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

### Vehicle Removal charges

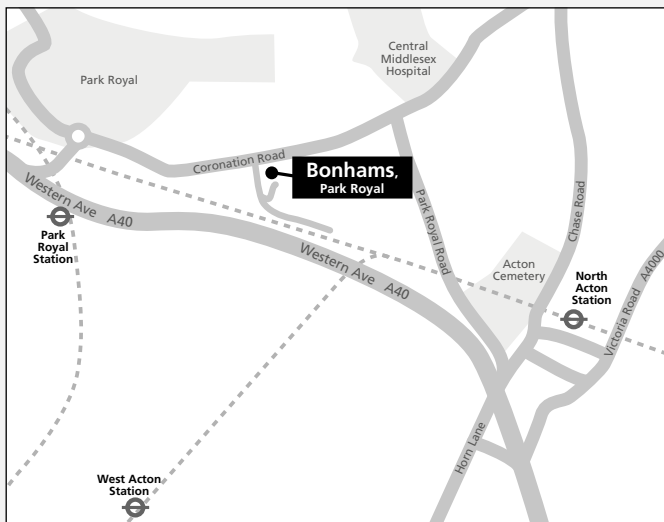
£95 + VAT per motorcycle  
£140 + VAT per motorcycle combination  
£220 + VAT per motor car

### Storage charges

£8.50 + VAT per day per motorcycle  
£13.00 + VAT per day per motorcycle combination  
First 14 days  
£14.00 + VAT per day per motor car  
Thereafter  
£10.00 + VAT per day per motor car

### Transport and Shipping

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

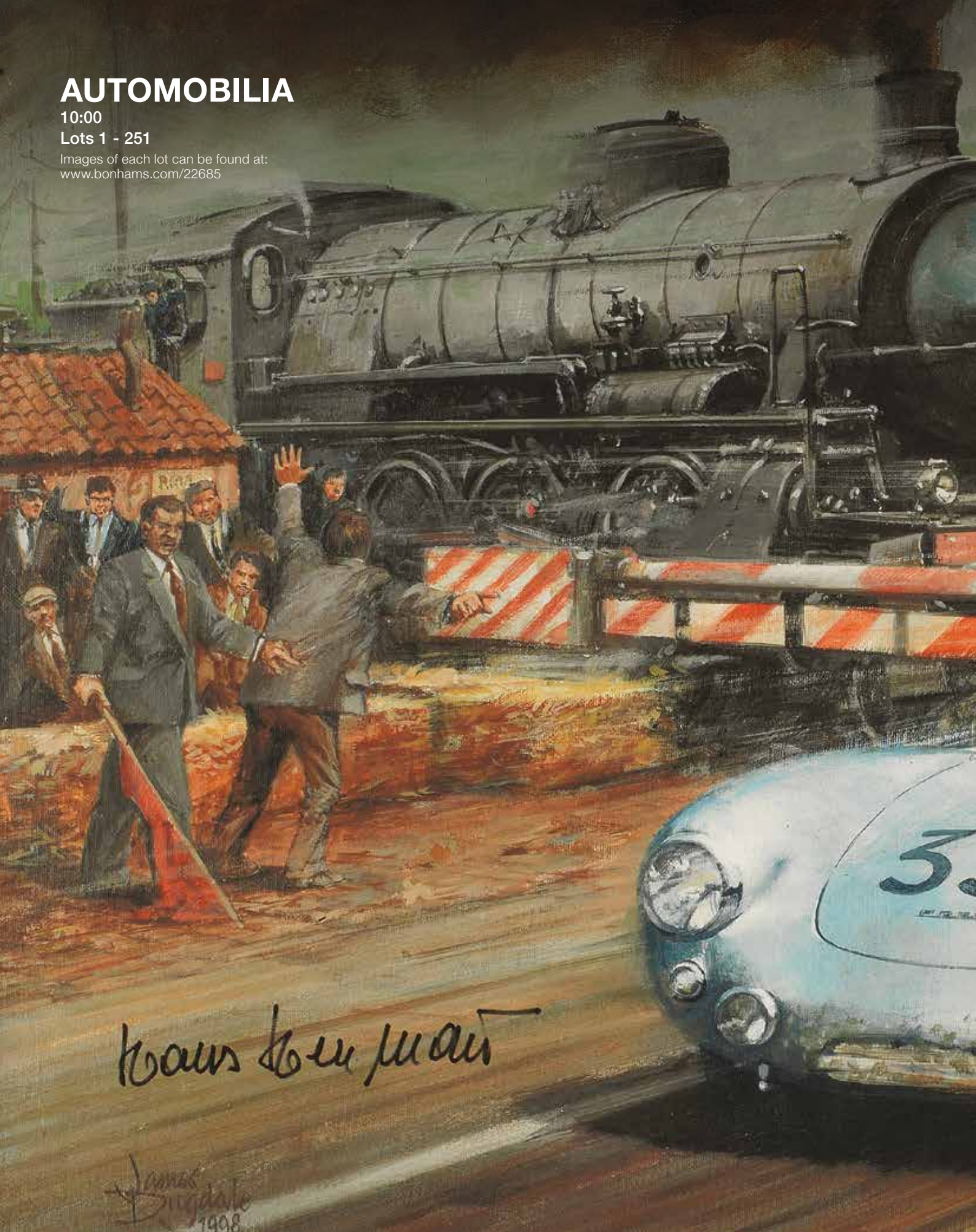


# AUTOMOBILIA

10:00

Lots 1 - 251

Images of each lot can be found at:  
[www.bonhams.com/22685](http://www.bonhams.com/22685)



*How's the man*

*James Digdale  
1998*





Robert Yife

1•

**A QUANTITY OF RACING DRIVER BIOGRAPHIES,**

relating to pre and post-War drivers and motor racing including Sir Henry 'Tim' Birkin: Full Throttle; Count Lurani: Nuvolari; Herman Lang: Grand Prix Driver; Earl Howe: Motor Racing; Paul Frere: Competition Driving; Eyston & Lyndon: Motor Racing and Record Breaking; Mike Hawthorn: Champion Year; C A N May: Wheelspin; Prince Bira: Bits and Pieces; and other titles relating to various drivers and motor racing subjects.

(Qty)

£250 - 350

€350 - 490

2•

**BERND HOLTHUSEN: LAGONDA - DIE 4.5 LITER WAGEN DES W.O.BENTLEY;**

blue cloth-bound un-numbered limited edition of 1,000, German text edition of the well-illustrated title, complete with dust jacket.

£250 - 300

€350 - 420

3

**A COLLECTION OF ASTON MARTIN BOOKS AND EPHEMERA,**

A.B Demaus: Lionel Martin a biography, 1980; Schlegelmilch & Lebrink: Aston Martin by Konemann, English, German and French text; Hervey: Aston Martin and Lagonda, 1979 together with a pair of Aston Martin Works Service black driving gloves, an Aston Martin racing hat signed by two drivers and other Aston Martin related publications.

(Qty)

£250 - 350

€350 - 490

4

**MOTOR RACING BOOKS,**

including S C H Davis: Motor Racing: Earl Howe: Motor Racing, with dust jacket; Count Lurani: Racing...Round the World; George Eyston & W F Bradley: Speed on Salt; Gregor Grant: British Sports Cars, and 500cc Racing; Prince Chula: Road Star Hatrick, and Blue and Yellow; John Bolster: Specials; and other titles, together with Nick Georgano: The Beaulieu Encyclopaedia of the Automobile, Volumes 1 & 2; and a 1936 BRDC British Empire Trophy Race poster, some foxing and tears to centre and upper edge, 61 x 42cm.

(Qty)

£250 - 300

€350 - 420

5•

**BOOKS RELATING TO VETERAN AND VINTAGE MOTORING SUBJECTS,**

including L T C Rolt: Horseless Carriage; Elizabeth Nagle: Old Cars the World Over; a 1901 edition of Le Petit Francais Illustre with an account of the Paris-Nice race, a 1909, Sketch Olympia Motor Show supplement, London to Brighton Run programmes, and other literature.

(Qty)

£250 - 300

€140 - 210

6•<sup>0</sup>

**A QUANTITY OF GRAND PRIX AND MOTORSPORT BOOKS,**

including Rainer W Schlegelmilch & Hartmut Lebrink: Grand Prix de Monaco; Autocourse Annual 1985-86; Maurice Hamilton: British Grand Prix; Doug Nye: McLaren - The Grand Prix Can-Am and Indy Cars; Richard Hough & Michael Frostick: A History of the World's Racing Cars; various racing driver biographies including Graham Hill, Jo Siffert, Jochen Rindt, and Jackie Stewart, Shell and Castrol Achievements booklets, and other related books and reference titles.

(Qty)

£250 - 300

€350 - 420

7•

**BOOKS RELATING TO MAINLY AMERICAN CARS,**

including Beverly Rae Kimes: Packard - A History of the Motor Car and the Company; Dunham & Gustin: The Buick - A Complete History; Dammann & Wagner: The Cars of Lincoln Mercury; Maurice D Henry: Cadillac - Standard of the World - The Complete History; and other books and publications.

(Qty)

£250 - 300

€0

8•

**ASTON MARTIN V8 LITERATURE,**

including Geoff Courtney: The Power Behind Aston Martin; sales brochures for Vantage, Volante and other V8 models, and other ephemera.

(Qty)

£250 - 350

€350 - 490

9•

**CHRIS NIXON: RACING WITH THE DAVID BROWN ASTON MARTINS; VOLUMES 1 & 2,**

1st editions, dark green cloth bound covers with dust jackets.

(2)

£250 - 350

€350 - 490

10•

**ASTON MARTIN BOOKS AND LITERATURE,**

including a signed 1st edition of Desmond Donnelly: David Brown's - The Story of a Family Business, signed by David Brown with dedication 'To Richard...' and dated 1961; John Wyr: Motor Racing Management; a DB3S reprint brochure, Louis Klementaski & Chris Nixon: Klementaski & Aston Martin (limited edition numbered 95/1500); Chris Harvey: Aston Martin and Lagonda; A B Demaus: Lionel Martin - A Biography; and other related titles.

(Qty)

£250 - 350

€350 - 490

11•

**DAVID WESTON: ROLLS-ROYCE FANTASIA;**

large format limited edition title, signed by the author and numbered 191, in blue leather and velvet binding with slip-case, offered together with Brindle & May: Twenty Silver Ghosts; with dust jacket, and Ken Dallison: The Spirit; a leather-bound series of Rolls-Royce prints after the artist, each large format and in original card packaging.

(3)

£250 - 350

€350 - 490

12•

**A COLLECTION OF TWELVE MOTORING BOOKS DIRECT FROM THE ESTATE OF THE LATE BRIAN 'BIC' HEALEY,**

comprising Peter Browning & Les Needham: Healeys and Austin Healeys (1st edition 1970), with dust jacket; Geoffrey Healey: Healey - The Specials (1st edition 1980), inscribed by the author, with dust jacket; Geoffrey Healey: Austin Healey - The Story of the Big Healeys (1st edition 1977), inscribed by the author, with dust jacket; Geoffrey Healey: More Healeys - Frog-eyes, Sprites and Midgets (1st and 2nd editions) both with dust jackets and inscribed by the author; Donald Healey & Tommy Wisdom: The Austin-Healey (1st edition 1960), with dust jacket; Sir Henry 'Tim' Birkin: Full Throttle (1st edition), inscribed by the author, with dust jacket; Richard Langworth & Graham Robson: Triumph Cars - The Complete 75 Year History (1st edition 1979), inscribed "Happy days Donald Healey", with dust jacket; Stirling Moss: In the Track of Speed (1st edition 1957); Tom Wisdom: Touring Abroad (1st edition 1960), with dust jacket; and Harold Nockolds: The Magic of a Name (reprinted July 1961), inscribed to Donald Healey by the author, with dust jacket.

(12)

£250 - 350

€350 - 490

13•

**BOOKS RELATING TO ROLLS-ROYCE AND BENTLEY,**

including Andrew Frankel: Bentley - The Story, leather bound limited edition (133/250) in slip-case; Michael Ellman-Brown: Bentley The Silent Sports Car 1931-1941; Johnnie Green: Bentley - Fifty Years of the Marque; Rivers Fletcher: Bentley Past & Present; Martin Bennett: Bentley Continental Corniche & Azure; Clarke & Neely: Rolls-Royce and Bentley in the Sunburnt Country; Brindle & May: Twenty Silver Ghosts, large format; Martin Bennett: Rolls-Royce and Bentley - The Crewe Years; Ian W Rimmer: Rolls-Royce and Bentley Experimental Cars; and other titles.

(Qty)

£250 - 350

€350 - 490

14•

**ASSORTED MOTORING BOOKS,**

including George Oliver: Cars and Coachbuilding; Richard Hough & Michael Frostick: A History of the World's Classic Cars; S C H Davis: Great British Drivers; W J Bentley: Motoring Cavalcade; manuals for Armstrong Siddeley, and other titles.

(Qty)

£250 - 300

€350 - 420

15

**ASSORTED ASTON MARTIN BOOKS,**

eighteen reference works including Schlegelmilch & Lehbrink: Aston Martin; Inman Hunter: Aston Martin 1914 to 1940 a pictorial review; and David G Styles: Aston Martin & Lagonda The V-Engined Cars.

(18)

£250 - 350

€350 - 490

16•<sup>oo</sup>

**A GOOD QUANTITY OF ASSORTED MOTORING BOOKS,**

including Ralph Stein: The World of the Automobile; Automobile Review 1954-55 annual; Automobile Year 1964-65 annual; Russell Brockbank: Move Over!, and Brockbank's Grand Prix; Michael Frostick: BMW - The Bavarian Motor Works; Ingo Seiff: Mercedes-Benz - Portrait of a Legend; Kenneth Ullyett: The Mercedes-Benz Companion, and The Jaguar Companion; assorted reference titles, and other books and literature relating to Mercedes-Benz, Porsche, Ford, and other marques.

(Qty)

£250 - 350

€350 - 490

17•

**COLLECTION OF MOTORING RELATED BOOKS,**

comprising Barbara McQueen: Steve McQueen The Last Mile 1658/2000, signed by the author; Richard Dredge: 1001 Dream Cars; various Haynes manuals and assorted others.

(Qty)

£300 - 400

€420 - 560

Lot 17 is a charity lot offered on behalf of The Damerham parish church "St. George's Church Maintenance Fund".

18•

**ASSORTED BOOKS RELATING TO RACE AND SPORTS CARS,**

including Fred Hobbs: A Life with HWM; Gregory Houston Bowden: Morgan - First and Last of The Real Sports Cars; Gregor Grant: British Sports Cars, and 500cc Racing; Dr A T Birmingham: Riley - The Production and Competition History of the pre-1939 Riley Motor Cars; Anthony Pritchard: British Racing Green; Michael Costin & David Phipps: Racing and Sports Car Chassis Design; and other titles.

(Qty)

£250 - 300

€350 - 420

19•

**BOOKS RELATING TO AYRTON SENNA,**

including Christopher Hilton: Ayrton Senna - Memories and Mementoes from a Life Lived at Full Speed, in slip-case; Ivan Rendall: Ayrton Senna - A Tribute; Johnny Tipler: Ayrton Senna - The Team Lotus Years; Paul Henri Cahier: Ayrton Senna - Through My Eye; and other titles.

(18)

£250 - 300

€350 - 420

20•

**ANTHONY PRITCHARD: RACERS - MEMOIRS OF THE GENTLEMAN DRIVERS; PUBLISHED BY PALAWAN PRESS,**

clothbound limited edition title, numbered 'AP/24' of 500, well-illustrated, 432 pages, in slip-case, together with other Grand Prix books including Peter Scherer: 50 Years of British Grand Prix Drivers, and six Club International des Anciens Pilotes de Grand Prix F1 yearbooks 1992-2013.

(11)

£260 - 340

€360 - 470

21•

**CHRISTIAN MOITY: THE LE MANS 24-HOUR RACE 1949-1973;**

published by Automobile Year, well illustrated reference title, English text, with dust jacket, together with a bound edition of Cinquantenaire de l'Automobile Club de l'Ouest 1906-1956, in cloth and leather binding, French Text, and a Pilotes des 24 Heures du Mans drivers register 2009, French and English text.

(3)

£280 - 320

€390 - 450

22

**BOOKS RELATING TO MILLE MIGLIA AND SPORTS RACING,**

including Giannino Marzotto: Red Arrows - Ferraris at the Mille Miglia; Leonardo Acerbi: Mille Miglia Story 1927-1957; two Mille Miglia annuals for 1997 and 2009; a limited edition (2/80) of Stirling Moss: All My Races, signed by Moss; Stirling Moss & Laurence Pomeroy: Design and Behaviour of the Racing Car, signed by Moss with dedication; two other books and two framed photographs all signed by Moss; Doug Nye: Dino The Little Ferrari; Richard Crump & Rob de le Rive Box: Maserati; and other related literature.

(Qty)

£300 - 400

€420 - 560

23•

**BOOK RELATING TO RACING DRIVERS INCLUDING SIGNED EDITIONS,**

including Tony Bailey & Paul Skilleter: Mike Hawthorn - Golden Boy, signed by Jean Howarth and Norman Dewis; Eoin Young: James Hunt Against All Odds, signed by Jochen Mass and another; Stirling Moss: A Turn at the Wheel, signed by Moss; Nigel Mansell: Driven to Win, signed by Mansell; and other books relating to various drivers and motorsport personalities.

(Qty)

£300 - 400

€420 - 560

24•

**BOOKS RELATING TO STIRLING MOSS AND GOODWOOD,**

including a limited edition of Doug Nye: Goodwood - The First Ten Years, numbered 22/750, green canvas binding in slip-case with signed photograph of Stirling Moss; Robert Edwards: Stirling Moss - The Authorised Biography; Denis Jenkinson: Porsche Past & Present, From Chain Drive to Turbocharger, and The Maserati 250F; and other titles, together with a 'Competition Astons at Glorious Goodwood' framed poster.

(Qty)

£300 - 400

€420 - 560

25•

**BOOKS RELATING TO BRITISH MARQUES INCLUDING MORGAN,**

including David Weguelin: The History of English Racing Automobiles, in slip-case; Schlegelmilch, Lehbrink & von Osterroth: Aston Martin; Schlegelmilch & Lehbrink: British Sports Cars; Martin Bennett: Bentley Continental - Corniche & Azure; titles relating to Morgan including R M Clarke: Morgan 1909-2009, in slip-case; John C Clarke: Morgan International Adventure (signed by the author); J D Alderson & Chris Chapman: Morgan Sports Cars - The Early Years, and Morgan Sports Cars - The Heritage Years 1954-1960; majority with dust jackets and in good order, and other titles relating to caravanning.

(Qty)

£300 - 400

€420 - 560

26•<sup>o</sup>

**A QUANTITY OF ROLLS-ROYCE AND BENTLEY BOOKS,**

relating to mainly Edwardian and Vintage, including Fasal & Goodman: The Edwardian Rolls-Royce, maroon canvas bound two volume set in slip-case; Andrew Frankel: Bentley - The Story; Brindle & May: Twenty Silver Ghosts, large format edition with dust-jacket; Halwart Schrader: Rolls-Royce Cars and Bentley from 1931 - The Complete History; Ian Irwin: Silver Ghosts of Australia and New Zealand; Michael Hay: Bentley - The Vintage Years 1919-1931; The Technical Facts of the Vintage Bentley; and other motoring titles.

(Qty)

£300 - 400

€420 - 560

27

**A GOOD QUANTITY OF ROLLS-ROYCE BOOKS,**

including Peter Pugh: The Magic of a Name, a three-volume set in slip-case; Martin Bennett: Rolls-Royce the Post-War Phantoms IV/V/VI, signed, in slipcase; Lawrence Dalton: Those Elegant Rolls-Royce, The Elegance Continues and Rolls-Royce - The Derby Phantoms; other Dalton Watson titles, two editions of Brindle & May: Twenty Silver Ghosts, large and standard format, and other related books.

(Qty)

£300 - 400

€420 - 560

28•

**JURGEN LEWANDOWSKI: MERCEDES-BENZ 300SL;**

art and car edition, 168 numbered pages, numbered 300 of 3000 copies, English and German text, containing reproduction Mercedes-Benz 300SL sales brochure, with dust jacket and library case.

£300 - 400

€420 - 560

29•

**ASSORTED MOTORING BOOKS,**

including The Encyclopedia of the Motorcar; George Bishop: The Age of the Automobile; Julian Pettifer & Nigel Turner: Automania; Stanley Sedgwick: Motoring My Way; Gordon Gardiner & Alistair Morris: Automobilia; Russell Brockbank: Move Over!; and other general motoring books.

(Qty)

£300 - 400

€420 - 560

30•

**BOOKS RELATING ROLLS-ROYCE AND BENTLEY,**

including Nicholas Foulkes: The Bentley Era; Peter Pugh: The Magic of a Name - The Rolls-Royce Story, a three volume set in slip-case; Lawrence Dalton: Rolls-Royce - The Derby Phantoms; Andrew Pastouna: Royal Rolls-Royce Motor Cars; Malcolm Bobbitt: Rolls-Royce & Bentley - Sixty Years at Crewe; and other related books and literature.

(Qty)

£300 - 400

€420 - 560

31• ♦

**A QUANTITY OF MOTORSPORT BOOKS,**

including Automobile Year annuals 18, 19, 21 & 22; an Autocourse annual for 1992-93; Doug Nye: History of the Grand Prix Car 1966-1991; William Court: Power and Glory - The History of Grand Prix Motor Racing Volume 1 1906-1951; Pierre Menard: The Great Encyclopedia of Formula 1 1950-2000, Volumes 1 & 2 in slip-case; and other Formula 1 and motor racing yearbooks and reference titles.

(Qty)

£300 - 400

€420 - 560

32• ♦

**A QUANTITY OF BOOKS RELATING TO BRITISH MARQUES,**

for Rolls-Royce, Jaguar and others, including Peter Pugh: The Magic of a Name - The Rolls-Royce Story; Lawrence Dalton: Those Elegant Rolls-Royce, The Elegance Continues, and Coachwork on Rolls-Royce 1906-1939; Johnnie Green: Bentley - Fifty Years of the Marque; Mike Allison: The Magic of MG; Andrew Whyte: Jaguar - The Definitive History of a Great British Car; Geoffrey Healey: More Healeys; a Jaguar E-Type sales brochure and handbook, vintage Rolls-Royce handbooks, and handbooks and manuals for Jaguar, Wolseley, Morris, Austin and others.

(Qty)

£300 - 400

€420 - 560

33

**TWO VOLUMES OF SPEED MAGAZINE,**

in publisher's binders comprising Volumes 2 and 3, June 1936 to May 1938, with covers and adverts, (September 1936 cover torn and tape repaired) together with some printed supplements and a 1937 Speed Christmas card.

(3)

£250 - 350

€350 - 490

34• ∞

**THE BROOKLANDS GAZETTE & MOTORSPORT; VOLUME 1 TO VOLUME 75 NUMBER 4, 1924 TO APRIL 1999,**

comprising bound Volumes from 1924 to December 1976, (Volumes 4 and all three issues of Volume 5 bound as one, Volumes 1 to 50 in green binders, 51 and 52 in black binders, 1977-1999 unbound but boxed as volumes ready for binding, bound volumes without covers and adverts, loose issues retain covers.

(Qty)

£1,000 - 2,000

€1,400 - 2,800

Lot 34 is a run of The Brooklands Gazette & Motorsport magazines, purchased at the time of publication by the late Dr Joseph Bayley.

35•

**MOTOR SPORT; BOUND VOLUMES 4 TO 68 (JULY 1927 TO DECEMBER 1992) AND EARLIER LOOSE ISSUES,**

a near complete run, also including earlier loose issues for Brooklands Gazette Vol 1, No.2 (Aug 1924), Vol 2 No.12 (June 1926), nine loose issues for Vol 3, No. 3 (Sept 1926), and Nos 5-12 (Sept 1926-June 1927), some with covers, an index for Vol 3, bound Volume 4, a combined part-complete bound Volume 5-6 containing Vol 5 No.1 (Oct-Nov 1928) and No.3 (June 1929), a further loose issue for Vol 5 No.1 with covers in slipcase, followed by a complete run of bound volumes 6 to 68, in publisher's black leather-cloth bindings, majority with covers and advertisements.

(Qty)

£1,500 - 2,500

€3,100 - 4,400

36

**ASSORTED POST-WAR BENTLEY SALES LITERATURE,**

including Abridged Particulars brochure for the Bentley Mark VI 4.25 Litre, cream card covers, a sales brochure for the Silent Sports Car, cream covers (some light staining), and other assorted brochures for Bentley S, S2, S3 and Continental.

(12)

£250 - 350

€350 - 490

37•

**BENTLEY CONTINENTAL SALES LITERATURE,**

comprising four sales brochures for S and S2 chassis types, two H J Mulliner coachwork brochures for Two Door Sports Saloon and Flying Spur Four Door Saloon, and a Park Ward press pack for Bentley Continental S3 with publicity images.

(7)

£250 - 300

€350 - 420

38

**TWO FERRARI F40 SALES BROCHURES,**

together with two Ferrari F40 technical booklets, comprising a sales and service booklet and a technical manual.

(4)

£250 - 350

€350 - 490

39•

**ASSORTED POST-WAR ROLLS-ROYCE SALES BROCHURES,**

comprising a brochure for Silver Wraith, cream decorative textured card covers (some light staining) with price list and other sales sheets in the rear, large 4to, a ring-bound brochure, Abridged Catalogue and Abridged Particulars for the same, two brochures for Silver Dawn, three for Silver Cloud and a Hooper & Co Specification brochure, two brochures for Silver Cloud II and an H J Mulliner Convertible Drophead Coupe coachwork brochure.

(13)

£250 - 350

€350 - 490

40•

**ASTON MARTIN V8 LITERATURE,**

Aston Martin V8 literature, including Geoff Courtney: The Power Behind Aston Martin; sales brochures for Vantage, Volante and other V8 models, and other ephemera.

(Qty)

£250 - 350

€350 - 490

41

**A LAMBORGHINI COUNTACH LP500 S SALES BROCHURE,**

together with Countach factory swatches for paint and leather.

(4)

£250 - 350

€350 - 490

42•

**BENTLEY S2 BROCHURES AND SALES LITERATURE,**

including two ring-bound brochures, one with dark green vinyl covers, the other with dark green card covers, each 4to, a coachwork brochure for H J Mulliner and a press pack with publicity images for Park Ward for Drophead Coupe, a James Young handbook supplement for the Continental S2, and other items.

(7)

£250 - 300

€350 - 420

43•  
**A BENTLEY MARK VI 4¼ LITRE SILENT SPORTS CAR SALES BROCHURE AND HANDBOOK,**

cord-tied cream card covers, 27 numbered pages, with tipped-in colour plates and details for various models and with price list to the rear, 4to, the handbook with pop-stud wrap-around black covers, 8vo.

(2)  
£250 - 350  
€350 - 490

44•  
**BROCHURES AND SALES LITERATURE FOR BENTLEY CONTINENTAL,**

including brochures for Continental S and S2 Series with coachwork styles, a press pack folder with press images for S3 Continental, a 1954 French instruction booklet for the Continental Sports Saloon, an H J Mulliner Flying Spur coachwork brochure, and a press pack with three brochures for Sports Saloon, Park Ward Drophead Coupe and chassis specifications, and other ephemera.

(8)  
£300 - 400  
€420 - 560

45•  
**A QUANTITY OF ASSORTED ROLLS-ROYCE AND BENTLEY SALES LITERATURE AND EPHEMERA,**

mainly post-War and later, including sales brochures and ephemera for Silver Wraith I & II, Silver Cloud types I, II & III, Bentley S, S2 & S3 types, Continental, T Series, Phantom V, Corniche, Silver Shadow, Bentley Continental R, and other models, some coachbuilders sales literature and other publicity material, some reprints, including Brindle & May: Twenty Silver Ghosts; large format edition, lacking dust jacket.

(Qty)  
£350 - 450  
€490 - 630

46•  
**AN ABRIDGED PARTICULARS OF THE BENTLEY MARK VI 4¼ LITRE BROCHURE,**

grey card covers with tipped-in colour plates, 8vo, together with a sales brochure for the model, cream card covers (some staining), two other later Abridged Particulars brochures for the same, one with cream covers, dated 1949, the other brown covers, a Performance Road Test for the Mark VI 4.5 litre, and two Bentley reprint brochures.

(7)  
£350 - 450  
€490 - 630

47•  
**ASSORTED PRE AND POST-WAR BENTLEY SALES LITERATURE,**

including Abridged Particulars and Some Opinions brochures for the 3.5 Litre Derby Bentley, each cord-tied with card covers, three Abridged Particulars brochures for the Mark VI 4.25 Litre Silent Sports Car, one with tipped-in colour plates, a Bentley Silent Sports Car sales brochure, cream card covers, a later re-print for the same and a 1972 reprint for the 3.5 Litre Bentley.

(8)  
£350 - 450  
€490 - 630

48•  
**A GOOD COLLECTION OF ASSORTED MOTORING SALES LITERATURE, CATALOGUES, PAMPHLETS, LEAFLETS AND FLYERS,**

including Porsche, AC Cobra, Wolseley, Peugeot, Mercedes-Benz, Gogomobile, Mini, Standard Triumph, Maserati, Chevrolet Corvette, Alfa Romeo, Lamborghini, Saab, Bedford, Leyland, and others together with some lighting/accessories trade catalogues, various conditions.

(Qty)  
£600 - 800  
€840 - 1,100

49• ♦  
**A QUANTITY OF ASSORTED HANDBOOKS AND MANUALS,**

for mainly British marques, including two Rolls-Royce 40/50hp Phantom III handbooks, and others for Morris, MG, Wolseley, Riley, Austin, and other related technical literature including parts lists and two East London Rubber Co. Ltd Motor and Cycle Catalogues for 1939, together with a quantity of 1920s issues of The Commercial Motor.

(Qty)  
£250 - 350  
€350 - 490

50•  
**A QUANTITY OF MOTORING TECHNICAL BOOKS,**

including Rankin Kennedy: The Book of the Motor Car, Volumes I-IV, and The Book of Modern Engines & Power Generators, Volumes I-VI; H Thornton Rutter: Modern Motors - Their Construction Management & Control, Volumes I-III; Arthur W Judge: The Modern Motor Engineer, Volumes I-III; The Practical Engineer, Volume XII (July-December 1895); (some duplicate volumes), and other books and literature relating to mainly veteran and vintage technical and engineering subjects.

(Qty)  
£250 - 300  
€350 - 420



53

51•  
**A 1932 ALFA ROMEO 6C GRAN SPORT 5TH SERIES PARTS CATALOGUE,**

stapled red card covers, Italian text, with illustrations and 'Special Parts' list for the model, some wear to spine, front cover with 6c Turismo and 6c Gran Turismo crossed out in pencil, related pages missing to interior, small 4to.

£250 - 350  
€350 - 490

52•  
**TWO WORKSHOP MANUALS FOR ASTON MARTIN DB4/DB4GT AND DB5,**

comprising DB5 Workshop manual, in black vinyl ring-bound folder, with original factory bill of sale dated 1966, and DB4/DB4GT Workshop Manual, plastic ring-binding with card covers, each with little sign of workshop wear.

(3)  
£250 - 350  
€350 - 490

53•  
**A FERRARI 330GT OPERATING, MAINTENANCE AND SERVICE HANDBOOK,**

for the Pininfarina 2 + 2, in Italian, French and English text, 106 numbered pages, covers worn pages loose, together with a Ferrari 330GT Parts List, Italian text.

(2)  
£250 - 350  
€350 - 490

54• ♦  
**A QUANTITY OF MAINLY PRE-WAR AND EARLIER MOTOR ENGINEERING BOOKS AND LITERATURE,**

for Vintage and Edwardian motorcars, including Arthur W Judge: The Modern Motor Engineer, Vols I-V; various other titles relating to engineering, motor repair and maintenance of petrol, steam, and diesel powered vehicles and related mechanical and electrical subjects, and various motoring tour guides and maps books, including AA and Michelin.

(Qty)  
£250 - 300  
€350 - 420



61

55♦

**LITERATURE RELATING TO VETERAN AND VINTAGE MOTORING,**

including bound Volume 4/5 of The Motor (September 1903 to February 1904), some wear to covers and spine, a 1908 Olympia Motor Exhibition souvenir catalogue, a 1904 Peaches Motor Annual (worn with pages loose), a Crossley Cars 'Wheels of Empire' brochure, three C B Fry's sporting magazines for 1905, 1906 and 1913, bound volumes 1-13 of Veteran & Vintage Magazine, and other books and periodicals.

(Qty)

£250 - 300

€350 - 420

56

**A QUANTITY OF BRITISH GRAND PRIX RACE PROGRAMMES AND RELATED EPHEMERA, 1981-1993,**

official programmes and race-cards for the Grand Prix events held at Silverstone and Brands Hatch, many with regulations and results sheets, some marshal passes, and other ephemera, together with two Silverstone race posters, and ephemera relating to other motorsport events including RAC Lombard Rally road book and stickers.

(Qty)

£250 - 300

€350 - 490

57

**AIR DISPLAY PROGRAMMES AND ARTWORK,**

comprising nine programmes for pre and post-War events, a watercolour poster design by B.W. Cook, dated 1936, 25 x 17cm, and other ephemera comprising 'Unveiling of a Window', '50 Years of Naval Flying' and Invasion Aircraft Friend or Foe? spotter's book.

(Qty)

£250 - 300

€290 - 360

58

**SIX FRAMED DISPLAYS OF MOTORING CIGARETTE AND TRADE CARDS,**

comprising two sets of 50 cards for Players cigarettes and Brooke Bond Tea, each 31 x 84cm overall, and four other sets for Lambert & Butler, Golden Era, Aston Martin and Jaguar.

(6)

£250 - 350

€350 - 490

59•

**ASTON MARTIN DB7 PRESS MATERIAL,**

press and publicity packs for DB7 models including Vantage.

(Qty)

£250 - 350

€350 - 490

60•

**A 1989 ASTON MARTIN RACING AMR1 PRESS PACK AND EPHEMERA,**

World Sport Car Championship Protech pack, containing publicity photographs of the cars and team members, stickers, and press information, together with an Official 24 Hours Le Mans race programme, another for Brands Hatch Trophy, an AMOC yearbook, and other related magazines and articles.

(Qty)

£250 - 350

€350 - 490

61

**AN 'ITALIAN JOB' PUBLICITY PHOTOGRAPH FEATURING MICHAEL CAINE AND AN ASTON MARTIN DB4 CONVERTIBLE,**

monochrome image, common mounted with Michael Caine autograph, framed and glazed, 39cm x 48cm, together with a signed certificate of authenticity.

(2)

£250 - 350

€350 - 490

62

**TWO EDWARD EVES PHOTOGRAPHS OF STIRLING MOSS IN THE ASTON MARTIN DBR1 AT THE 1958 TARGA FLORIO,**

each, monochrome, comprising 9 x 12 signed 'Ciao Stirling Moss' depicting the car on the course, the other 16 x 12 depicting the car surrounded by photographers (including Mike Hawthorn), each matted, framed and glazed.

(2)

£250 - 350

€350 - 490

63

**A COLLECTION OF MOTOR RACING PHOTOGRAPHS,**

including an Aston Martin team photograph depicting Tony Brooks, David Brown, Sir Stirling Moss Carroll Shelby and others, believed taken by the American photographer Jesse Alexander, together with a 1989 tribute to Aston Martin Monterey poster sized 54cm x 43cm, the program from the event and an Aston Martin Owners Club magazine with articles from the event

(Qty)

£250 - 350

€350 - 490

64

**LA VIE AU GRAND AIR, 4TH FEBRUARY 1904,**

a framed front cover, mounted, framed and glazed, 42 x 33cm, together with a period photographic image of a veteran car, mounted, framed and glazed, 26 x 31cm, (glazing cracked).

(2)

£250 - 350

€350 - 490

65

**A SIGNED PHOTOGRAPH OF CARROLL SHELBY IN THE ASTON MARTIN DBR1,**

reprint photograph depicting Shelby in the DBR1 at Le Mans 1959, signed by the driver in black ink, 10 x 15cm.

£250 - 300

€350 - 420

66

**A PHOTOPRINT WITH SIGNATURE OF JIM CLARK IN THE ASTON MARTIN DB4 GT ZAGATO 1961,**

monochrome race image of Clark in the famed '2 VEV', mounted with signature of the driver in blue ballpoint, 30 x 30cm overall.

£250 - 300

€350 - 420

67

**A PHOTOPRINT WITH SIGNATURE OF ROY SALVADORI IN THE ASTON MARTIN DBR4,**

monochrome race image depicting Salvadori in the DBR4 at the British Grand Prix 1959, mounted together with signature of the driver in blue ink, 26 x 41cm overall.

£250 - 300

€350 - 420

68

**A 'BENTLEY DRIVERS CLUB' SCRAPBOOK OF PHOTOGRAPHS,**

containing approximately 50 monochrome photographs taken at the Diamond Jubilee of Bentley Motors Ltd concours at Cranleigh School in New Zealand, featuring mainly vintage Bentley cars including 3 and 4½ Litre models, and images of a 'Birkin' Blower rebuild, and some related loose photographs, offered together two photograph albums of early commercial vehicles, trucks, tractors and other agricultural machinery including McCormick-Deering and International.

(Qty)

£250 - 300

€350 - 420

69

**A LARGE 'ITALIAN JOB' PUBLICITY PHOTOGRAPH WITH SIGNATURE,**

monochrome image featuring Michael Caine as 'Charlie Croaker' and Maggie Blye as 'Lorna' with the Aston Martin DB4 Convertible, 39 x 49cm, mounted together with signature of Michael Caine in blue marker, framed and glazed, 61 x 68cm overall.

£300 - 400

€420 - 560

70<sup>00</sup>

**A LARGE ARCHIVE OF MOTORING PHOTOGRAPHS,**

(sold without copyright), contained in 36 A4 ringback binders, including Cars and Commercial Vehicles, many original and reprinted images mounted on card typed with title information in plastic sleeves, cars including Hispano-Suiza, AC, Alfa Romeo, Riley, Buick, Saab, Daimler, Minerva, Triumph, Lagonda, Oldsmobile, Wolseley, Porsche, Citroen, Delage, Elva, Ford and many others, and images of lorries, vans, coaches and buses.

(Qty)

£1,000 - 2,000

€1,400 - 2,800

71

**A LONDON TRANSPORT 'CONDUCTED COACH TOURS' ADVERTISING POSTER, FEBRUARY 1946,**

with artwork after Reginald Mayes (1901-1992) depicting a coach at St. Paul's Cathedral and other London landmarks, printed on paper, 101 x 61cm, laid on linen.

£250 - 350

€350 - 490

Reginald Mayes (1901-1992). Commercial artist best known for poster designs and illustrations. Worked for London Transport, notably during WWII and in the immediate post-War era, designing posters and leaflets, later became chief staff artist for the London Midland & Scottish Railway.

72

**TWO ASTON MARTIN POSTERS,**

comprising Meadow Brook Historic Races tribute to Aston Martin with artwork after B Neale, 88 x 56cm, and an Aston Martin Owners Club Diamond Jubilee with artwork after John Evans, 64 x 44cm, together with a Silverstone Historic Festival poster, each framed and glazed.

(3)

£250 - 350

€350 - 490

73

**ASSORTED POSTERS, PRINTS AND CALENDARS,**

including a limited edition number 83/100 boxed set of 'Ferrari 1948-1987 40 Years of Formula 1' prints by Momo Design, other prints including one with signatures of Phil Hill, Jody Scheckter and John Surtees, three etched alloy plates, four photoprints of Walter Wolf Racing cars at speed (faded), a Motorola BTCC publicity poster signed by Tim Harvey, Justin Bell and others, various promotional calendars, and other ephemera.

(Qty)

£250 - 300

€310 - 380

74

**TWO MOTOR RACING POSTERS WITH ARTWORK AFTER DEXTER BROWN,**

each conservation mounted, comprising 1968 Easter Monday race at Thruxton and 1970 BOAC 1000Km World Championship Sportscar race at Brands Hatch, both 76 x 51cm.

(2)

£250 - 350

€350 - 490

75

**ASSORTED POSTERS AND PRINTS,**

including Old Mercedes after Roy Nockolds, 1994 Tour de France after Michael Wright, a set of 30 Tom Thumb collectors cards, 1984 German Interserie Coupe d'Europe race poster and others, all framed, (one un-glazed).

(10)

£250 - 350

€360 - 480

76

**A COLLECTION OF MOTORING AND MOTOR-SPORT PRINTS AND POSTERS,**

comprising a reproduction Aston Martin Sebring poster, signed by Roy Salvadori, a Humber Advertising poster, a large photograph of a painted portrait of Sir Henry Segrave, framed and glazed, 90 x 59cm, a collection of motorsport posters, together with a collection of Formula One umbrellas.

(Qty)

£250 - 350

€350 - 490

77

**A JAMES BOND 'SKYFALL' SIGNED POSTER AND PHOTOGRAPH, AND A SEBRING POSTER,**

comprising a 'Skyfall' Imax poster, featuring Daniel Craig as 007 with the Aston Martin DB5, signed by Craig and Ben Wishaw 'Q', 50 x 34cm, a Skyfall colour publicity photograph featuring Craig as 007 and Judi Dench as 'M' with the DB5, signed by Dench, 20 x 27cm, with certificate of authenticity, and a reproduction Aston Martin Sebring Grand Prix victory poster, 99 x 69cm, framed and Perspex glazed.

(4)

£250 - 350

€350 - 490

78

**TWO MOTOR RACING ADVERTISING POSTERS,**

comprising 1990 Carrera Panamericana Mexico Rally, 89 x 71cm, framed and glazed, and a tourist poster to see the Indianapolis 500 Mile Race with artwork after Dexter Brown, 67 x 98cm, and two 1990s motoring event posters for the 1997 Grand Prix de Monaco Historique and a 1992 Monterrey auction, each framed and glazed.

(4)

£250 - 350

€350 - 490



71

79

**FOUR ITALIAN MOTOR RACING FILM POSTERS,**

comprising Linea Rossa 7000 and Pista di Fuoco, each 139 x 100cm, pasted to card, (old repairs and fold marks), and two different posters for Formula 1 'Nell' Inferno del Grand Prix, 1970, starring Graham Hill and Giacomo Agostini, each 45 x 65cm, conservation mounted, together with a Paquebot 'Antilles' cut-away illustration shipping poster, 63 x 120cm.

(5)

£250 - 350

€350 - 490

80

**LA CURVA DEL DIAVOLO (THE DEVIL'S HAIRPIN) ITALIAN FILM POSTER, 1957,**

full colour lithograph on paper, 138 x 99cm, framed and Perspex glazed, together with a small lobby poster for Pista di Fuoco (The Challengers) 1969 Italian version, 69 x 30cm, framed and glazed.

(2)

£250 - 350

€350 - 490



81 (part)



81 (part)

81  
**TWO MOTOR RACING FILM POSTERS,**  
 comprising Grand Prix (German version) 1966, 83 x 116cm, framed and Perspex glazed, and Checkpoint (UK half sheet) 1956, 75 x 100cm, framed and Perspex glazed.  
 (2)  
**£300 - 400**  
**€420 - 560**

82  
**TWO ORIGINAL 50TH TARGA FLORIO POSTERS,**  
 comprising a 1966 race poster with artwork after Gordon Crosby depicting the Bugatti being pursued by the Alfa Romeo, and a poster for the Trofeo Marathon, printed in red and blue and with details of participating cars, together with some related ephemera, each 99 x 69cm, and both framed and glazed.  
 (Qty)  
**£300 - 400**  
**€420 - 560**

83  
**THREE FRAMED AND GLAZED AERONAUTICAL ARTWORKS,**  
 comprising The Blue Max film poster (UK Quad) 1966, 75 x 100cm, framed and Perspex glazed, a hand coloured lithographic print 'La Quatrieme Arme' published by Mabilieau & Co of Paris, Copyright 1912, 33 x 67cm, framed and glazed and a watercolour of a "Spitfire over water" by Denis Pannett, signed mixed media on paper, 33 x 53cm, framed and glazed.  
 (3)  
**£350 - 450**  
**€490 - 630**



82 (part)

84  
**AN ARRACHE-CLOUS 'CAVALADE' ADVERTISING POSTER, FRENCH, CIRCA 1900,**  
 with artwork after Jan Metteix, for the anti-puncture 'Cavalade' nail-puller device, printed in full colour by Moulot of Marseille, depicting five cyclists avoiding the nails scattered by a red devil, 77 x 66 cm, some minor cracks and wear to surface, laid on linen.  
**£400 - 500**  
**€560 - 700**

85  
**THREE AMERICAN CAR ADVERTISING POSTERS,**  
 each printed on paper 96 x 127cm, framed and glazed, comprising 1937 Chrysler Imperial, 1938 Dodge D8 and 1949 De Soto S-13 Custom with artwork by Fred Cole, each with some old folds, together with a 'La 1951 Plymouth' sales leaflet, French text, 4to, lower edge cut.  
 (4)  
**£500 - 700**  
**€700 - 980**

These posters once hung in the showrooms of Auto Tehran, a motor sales firm in the Iranian capital city that specialised in selling imported American cars.

86  
**A LARGE HURTU CYCLES ADVERTISING POSTER, FRENCH, CIRCA 1898,**  
 on paper in red, black and green, printed by Charles Verneau of Paris, with later black print lettering at base for 'Eugene Boitard, 75 Place des Marches, Issoudun', 140 x 97cm, laid on linen.  
**£500 - 600**  
**€700 - 840**



82 (part)

In 1867, Jean-Charles-Emile Diligeon, Victor Joseph Hautin and Jacques-Auguste Hurlu pooled their resources to form a company Hurlu, Hautin et Diligeon to manufacture sewing machines. They had started making bicycles by 1889, making their debut at the 1889 World's Fair as cycle constructors as well as sewing machine manufacturers. Diligeon bought out his partners in 1895 and renamed the company Diligeon et Cie. The Hurlu name was still used for the company's bicycles, though their advertising posters after 1895 showed the name Diligeon et Cie underneath the Hurlu name.

87  
**FOUR 1970'S MOTOR RACING POSTERS WITH ARTWORK AFTER DEXTER BROWN,**  
 comprising 1972 Championship Finals Car Races Brands Hatch, BOAC 1000 Sports Car Race Brands Hatch, Shell International Formula 3 at Mallory Park and Hepolite-Glacier Championship Car Races at Mallory Park, each 75 x 50cm, framed and glazed, one mounted, framed and glazed.  
 (4)  
**£600 - 800**  
**€840 - 1,100**

88  
**A COLLECTION OF ASTON MARTIN PRINTS AND ART,**  
 comprising Alan Fearnley, 'Thoroughbred Stable', depicting a 1934 Aston Martin Ulster 1500c and a 1960 Aston Martin DB4gt 3.7 litre, 43cm x 60cm, together with certificate of authenticity, Graham Turner, '1962 Goodwood Tourist Trophy' depicting Jim Clark in his Aston Martin Zagato, 30cm x 37cm, together with other assorted Aston Martin flat art.  
 (Qty)  
**£250 - 350**  
**€350 - 490**

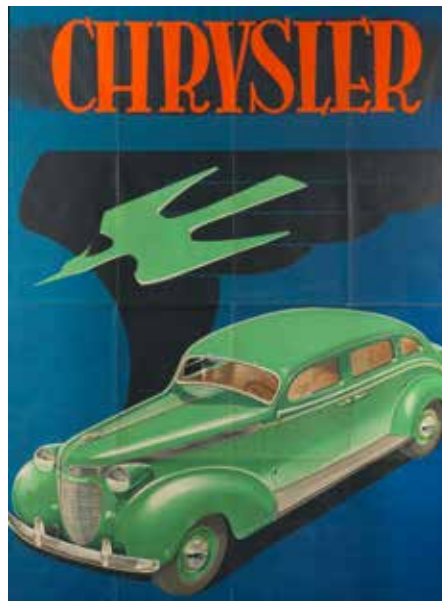




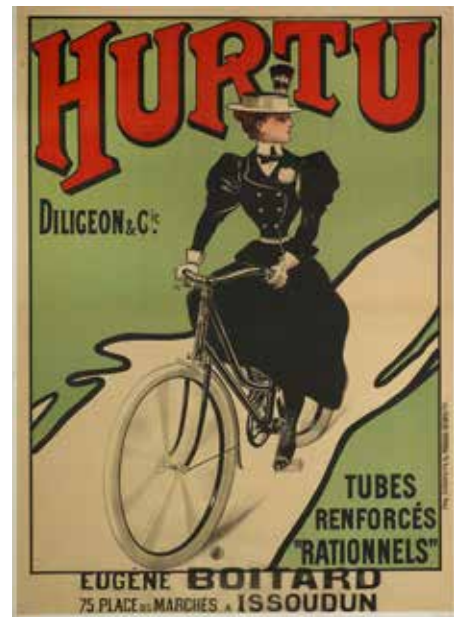
87



84



85



86

89  
**'TITANS OF THE TRACK', AFTER BRYAN DE GRINEAU,**

print, depicting the duel at Le Mans between Birkin's Bentley and Carraciola's Mercedes, 48 x 73cm, mounted and framed, together with a signed Stirling Moss photograph, 50 x 35cm, a photograph of an Aston Martin at speed, 451 x 51cm, a colourful print of Robert Carter artworks, 43 x 57cm, framed and glazed, and a Royal Daylight Oil enamel sign, double-sided, flange mounted, one side faded, 46 x 56cm.

(5)  
 £250 - 350  
 €350 - 490

90  
**TWO SIGNED PRINTS DEPICTING THE ASTON MARTIN VICTORY AT LE MANS 1959,**

comprising 'Le Mans Winner' after Martin Tomlinson, signed by Carroll Shelby, Roy Salvadori and the artist, dated '96, 33 x 41cm, and 'Le Mans - 1959' after Michael Turner, limited edition number 842/850, signed by David Brown, Roy Salvadori and the artist, 38 x 45cm, both mounted, framed and glazed.

(2)  
 £250 - 350  
 €350 - 490



89



91



92 (part)



92 (part)



93

91  
**'MILLE MIGLIA 1954', A SIGNED PRINT AFTER JAMES DUGDALE,**

limited edition (numbered 25/30), depicting the legendary pairing of Hans Herrmann and Herbert Linge, at speed in the Porsche 550 Spyder, signed by both drivers and the artist, 56cm x 65cm.

£250 - 350  
€350 - 490

Lot 91 is a charity lot sold to benefit the Oncology Department at Guy's and St Thomas' Hospitals, London.

92  
**A COLLECTION OF SIGNED MOTOR RACING PRINTS AND PHOTOGRAPHS,** comprising two prints signed by Fangio, one 1979 Gunnar Neilson Memorial Trophy Race, 47 x 63cm, framed and glazed, the other after Alan Stammers, limited edition 705/750, also signed by the artist, 64 x 90cm, rolled, four photographs by Dan Boyd mounted with autographs of Gunnar Neilson, Ronnie Peterson, Tom Pryce and Niki Lauda, each mounted, framed and glazed, 42.5 x 52.5cm overall, a Detroit GP print depicting John Watson after Jim Bisignano, rolled, other assorted photographs including further work by Boyd, and a small Formula 1 print depicting Alex Café at Monaco in the 1990 Footwork car, after Bisignano, mounted for framing.

(Qty)  
£300 - 400  
€420 - 560

93  
**NINE LIMITED EDITION PRINTS AFTER ALAN FEARNLEY,**

each signed by the artist, mounted, framed and glazed comprising eight 43 x 61cm prints;- 'Fangio's Victory at Monaco', number 67/500, signed by Fangio, with a Grand Prix Sportique certificate mounted with a photograph of Fangio at the signing session at the Hotel de Paris, May 1990; 'Close Finish', number 67/850 signed by Jackie Stewart and Ken Tyrell; 'Winners First Time Out', number 167/850, signed by Lofty England; 'Tribute to Enzo Ferrari', number 67/850, signed by Gerhard Berger and Michele Alboreto; 'Heading for Victory', number 267/850,

signed by Jack Brabham; 'Birth of the Prancing Horse', number 67/850; 'King of Tripoli', number 67/500; 'There's Only One Winner', number 267/500; and one 46 x 54cm print 'The Rivals', number 117/500, signed by Stirling Moss.

(10)  
£800 - 1,200  
€1,100 - 1,700

94  
**AN ALLIED PILOT'S SILK 'ESCAPE' MAP, 1943,**

double-sided mounted to show Northern Germany, Protectorate (Bohemia & Moravia), Poland, Slovakia and Northern Hungary 73 x 82cm, framed and glazed.

£250 - 350  
€350 - 490

95  
**A MOUNTED ILLUSTRATION BY DENNIS SIMON, SIGNED,**

produced for Vintage Motorsport Magazine to commemorate Aston Martin at the 1989 Monterey Historic Automobile Races, signed by the artist, David Brown, Stirling Moss, Tony Brooks, Roy Salvadori, Phil Hill, Innes Ireland and others, 52cm x 77cm, together with a framed poster of the Grand Bahamas Vintage GP, 1987 by Dennis Simon, depicting Moss in an Aston Martin DBR1, signed by the artist and both Carroll Shelby and Stirling Moss, mounted, framed and glazed, 86cm x 56cm.

(2)  
£250 - 350  
€350 - 490



97

96  
**TWO MOTOR RACING ARTWORKS BY PHIL MAY,**

each signed, watercolour and gouache on paper, one depicting a Ferrari 246 Dino, 20 x 30cm, the other depicting 1 1935 Type 59 Bugatti, 28 x 38cm, each mounted, framed and glazed, together with a reproduction 'Motos Peugeot' poster, tear to lower section, 79 x 52cm, framed and glazed.

(3)  
**£250 - 300**  
**€350 - 420**

97<sup>AR</sup>  
**WILL NICKLESS (BRITISH, 1902-1977), 'SHELSELY SPECIAL',**

signed, painted circa 1946, pen and ink with wash on artists' board, depicting a Shelsley Special without bodywork ascending the hill climb, 40 x 29cm, display mounted, the reverse with Motor Editorial stamps.

**£250 - 350**  
**€350 - 490**

98  
**S C MASSEY, 'ASTON MARTIN DB4GT ZAGATO',**

signed, watercolour on paper, depicting '1 VEV' at speed, 32 x 41cm, together with an Aston Martin DB2/4 hand-tinted etching, 32 x 52cm, both mounted, framed and glazed, an Aston Martin DB3S limited edition print (116/850), after Andrew Ross, 28 x 39, mounted and framed, and a DB2/4 limited edition (2/25) colour photograph by Christina Cornish, 28 x 40cm, mounted.

(4)  
**£300 - 400**  
**€420 - 560**

99 - 100  
**No lots**



101



103



104

101<sup>AR</sup>  
**ROY NOCKOLDS (BRITISH 1911-1979), 'LAND ROVER COUNTRY',**

signed, oil on canvas, depicting the vehicle in a country landscape, 50 x 59cm, framed.

**£300 - 400**  
**€420 - 560**

102<sup>AR</sup>  
**ROY NOCKOLDS (1911-1979); 'BLOWER BENTLEY':**

signed, oil on board, 45 x 26cm, framed, together with two Mobil presentation albums 'The Story of Grand Prix Motor Racing', each applied with incomplete sets of cards depicting artwork after Roy Nockolds.

(3)  
**£350 - 450**  
**€490 - 630**

103<sup>AR</sup>  
**DEXTER BROWN (1942- ), 'JAGUAR 3.4 LITRE',**

gouache on artist's board, 15 x 15cm, mounted, with artist's signature on the mount, framed and glazed.

**£500 - 700**  
**€700 - 980**

104<sup>AR</sup>  
**ROBERT JOHNSTON (1906-1984), 'THE FIRST AUSTIN',**

signed, watercolour and gouache on paper, 53 x 74cm, framed and glazed, together with two books 'Our First Fifty Years' and 'The Austin' both illustrated using this painting.

(3)  
**£500 - 700**  
**€700 - 980**

This painting depicting Herbert Austin starting up the first Longbridge-built Austin car in March 1906 was commissioned by the Austin Motor Company to illustrate a book titled 'Our First Fifty Years', published to commemorate Austin's Golden Jubilee in 1955. The painting has recently been used again, illustrating Barney Sharratt's book 'The Austin' on both the front dust-jacket in colour and page 9 in black and white.

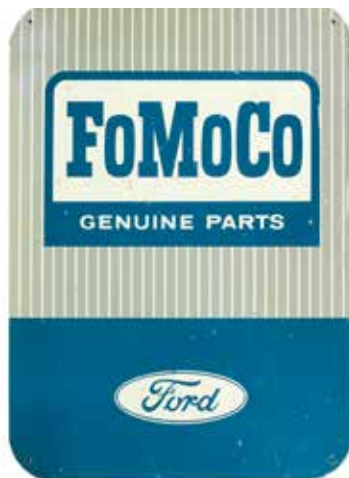


105



114

105  
**DEXTER BROWN (1942 - ), 'BENZ MONTAGE',**  
 signed, gouache on artist's board, depicting Victor Hemery in the 1910 GP Benz at the Grand Prix of Savannah, a central Benz emblem and a portrait of Bertha Benz, 54 x 74cm, mounted, framed and glazed.  
**£800 - 1,000**  
**€1,100 - 1,400**



106<sup>◇</sup>  
**A '1000 MIGLIA' GARAGE DISPLAY SIGN,**  
 modern, cold-cast resin and aluminium composite, in the form of a directional arrow, 70 x 100cm.  
**£250 - 300**  
**€350 - 420**

107<sup>◇</sup>  
**A HAND-PAINTED ASTON MARTIN THEMED 'PATEK PHILIPPE' MAHOGANY PANEL,**  
 modern, celebrating the prestige car and watch manufacturers, 49 x 150cm.  
**£400 - 500**  
**€560 - 700**

108  
**AN ENAMEL 'DUCKHAMS ADCOIDS' GARAGE THERMOMETER,**  
 in black, white, green and red enamel, complete with glass tube, 116 x 28cm.  
**£250 - 350**  
**€350 - 490**

109<sup>◇</sup>  
**A 'JAGUAR' ILLUMINATING SIGN,**  
 modern, single-sided, aluminium frame with Perspex panel featuring the logo, 69 x 69cm, wired for illumination.  
**£250 - 350**  
**€350 - 490**

110<sup>◇</sup>  
**A 'LOTUS' ILLUMINATING SIGN,**  
 modern, single-sided, aluminium frame with Perspex panel featuring the logo, 69 x 69cm, wired for illumination.  
**£250 - 350**  
**€350 - 490**

111<sup>◇</sup>  
**AN ALFA ROMEO ILLUMINATING SHOWROOM SIGN,**  
 circular with metal frame and domed decorated front panel, some wear to panel, 64cm diameter.  
**£300 - 400**  
**€380 - 500**

112  
**A REPLICA OPEL ENAMEL ADVERTISING SIGN AND OTHER GARAGE SIGNAGE,**  
 the modern enamel in seven colours 40 x 60cm, together with a Pirelli printed tin sign 76cm wide, a plastic Shell logo 88cm high, (slight loss to one corner) and a cut-out Mobil Pegasus symbol in painted fibre-glass 91cm wide.  
 (4)  
**£300 - 400**  
**€420 - 560**

113  
**A 'FIRESTONE TYRES' ENAMEL MAP SIGN OF ENGLAND AND WALES,**  
 in blue, red, white and black enamel, with flanged edges, 123 x 73cm.  
**£400 - 500**  
**€560 - 700**

114<sup>◇</sup>  
**AN AA GARAGE SHIELD SHAPED ENAMEL SIGN BY B B KENT,**  
 single sided in wall mounted frame, lettered in black on yellow, the reverse a plain yellow and black enamel panel, dry stored, 79cm high, together with a FoMoCo Genuine Parts printed tin Ford advertising sign, 61 x 46cm.  
 (2)  
**£550 - 650**  
**€770 - 910**

These signs were formerly used at the Ford Dealers L.S.Eaves Limited of Stoke-by-Nayland, Essex.

115

**EIGHT ASSORTED CAR BADGES,**

comprising RNVR enamel by Gaunt, painted RNVR Officer's Club, heraldic design by Beulah, Real Automovil Club de Guipuzcoa, solid nickel small size AA, Queen Elizabeth II Coronation, Touring Club de France (some loss to enamel) and small RAC die-cast type (some loss with over-painting).

(8)

£250 - 350

€350 - 490



115



115



115



115

116 \*

**AN RAC ASSOCIATE MEMBER'S BADGE WITH RARE JERSEY MOTORING ASSOCIATION CENTRE, 1920S,**

by Elkington & Co Ltd, nickel plated brass, number N52, 1912 pattern badge with enamel Jersey Union flag centre, disc cage to rear housing 1928 membership disc, 11cm high, on display base.

£300 - 400

€420 - 560



115



115



115



115

117

**THREE MOTOR RACING CLUB ENAMEL CAR BADGES,**

comprising BARC Brooklands, 11cm high, Junior Car Club number J2523 by Elkington & Co 8.5cm high, mounted on display stand and British Racing & Sports Car Club number 7910 by Collett Badges London, 11.7cm high.

(3)

£300 - 400

€420 - 560



116



120



118

118 \*

**A RARE RAC ASSOCIATE MEMBER'S BADGE WITH BRISTOL & GLOUCESTERSHIRE AUTOMOBILE CLUB ENAMEL CENTRE,**

number N49, 1912 pattern nickel plated hollow-cast brass by Elkington & Co Ltd, with membership disc cage to rear and angled mounting bracket, 15.6cm high overall, in remarkable condition, complete with original Elkington box, lid detached.

(2)

£400 - 500

€560 - 700

119 †

**A ROYAL MARINES REGIMENTAL ENAMELLED CAR BADGE, BY J R GAUNT,**

chromed badge, with yellow, green, red and blue enamel and including regimental motto 'Per Mare Per Terram', surmounted by Royal Crest, 14cm high, in box with original card listing.

£400 - 500

€600 - 840



117



117



117



119



123



122



124



125

120 \*  
**AN RAC ASSOCIATE MEMBER'S BADGE WITH IRISH AUTOMOBILE CLUB CENTRE, CIRCA 1910,**  
 hollow-cast brass 1908 pattern badge by Elkington & Co Ltd, number B449, with shamrock design enamel centre, 11.7cm high.  
**£500 - 600**  
**€700 - 840**

The Irish Automobile Club RAC Associate badge was first shown in an article published in the April 24 1909 issue of The Autocar which listed the first Twenty Five clubs associated with the Royal Automobile Club.

121  
**A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,**  
 comprising twenty-five motor car emblems for the National Motor Museum at Beaulieu, finely detailed cloisonne enamel badges for Ferrari, Bugatti, Rolls-Royce, Maserati, Alfa Romeo, Aston Martin Lagonda, and other marques, common mounted in wooden display case, fitted with protective Perspex 'title' panel, the case 30 x 39cm, some scratches to lid, together with accompanying information booklet and certificate of authenticity.  
**£500 - 600**  
**€700 - 840**

122 \*  
**A RARE AA MEMBER'S BADGE WITH 'BLUE HEART' ENAMEL CENTRE, 1914-15,**  
 solid nickel, number 87436, the enamel heart lettered 'Available to 1/5/15', (small overpainted chip to enamel), 11.5cm high.  
**£500 - 600**  
**€700 - 840**

123 \*  
**A RARE MOTORCYCLE-SIZE AA COMMITTEE MEMBER'S BADGE, 1951-1966 TYPE,**  
 plated brass badge, numbered OC135, with painted yellow alloy back-plate, 16.3cm high.  
**£600 - 800**  
**€840 - 1,100**

124 \*  
**A VERY FINE MOTOR UNION BADGE, CIRCA 1910,**  
 manufactured by D. George Collins, London, number 1987, polished brass clearly marked on both sides of central wheel traces or original red paint inside lettering at crown of badge, fitted with bolt-on Automobile Association wings, used 1911-1914, 20.7cm high overall.  
**£700 - 900**  
**€980 - 1,300**

125 \*  
**A RARE ROYAL AUTOMOBILE CLUB D'EGYPTE MEMBER'S BADGE, 1920S**  
 enamelled green lettered script to centre, crowned cog design on raised scarab beetle support, 13.2cm high, on display base.  
**£700 - 900**  
**€980 - 1,300**

The Royal Automobile Club of Egypt was founded in April 1924, and opened offices at No. 3 Chawarbi Street, in the villa belonging to the former Coptic Prime Minister Youssef Wahba Pasha, under the patronage of King Fouad (reigned 1917-36). Its first President was Prince Djemil Toussoun. Alex Comanos was the first club secretary and the first Honorary Secretary was leading Cairo banker, Elie Nessim Mosseri. The Club opened with 50 founding members.

126

**THREE RARE EGYPTIAN CAR BADGES,** comprising Royal Automobile Club d’Egypt, number 341, double-sided Type 2 badge in the form of a gear cog, based on the Automobile Club de France badge, with winged scarab design to base and surmounted by Royal Crown emblem, with enamelled centre to each side, one with blue enamel ground and nickelled Sphinx and Great Pyramid design and with script in English/French, the other side with green enamel ground and Kingdom of Egypt three-star and crescent moon national flag design and with script in Arabic, 15.5cm high, split and pinned to base, an enamelled Royal Automobile Club d’Egypt, 9.5cm single-sided, cog-shaped, and a Touring Club d’Egypte badge made by T. Bichay of Cairo, 6.5cm diameter.

(3)

£800 - 1,000

€1,100 - 1,400

In August 1925, the Royal Automobile Club d’Egypte held its first motor Gymkhana in San Stefano, Alexandria. The two events that drew most interest were the “15 meter Slow Race” the competitor crossing the finish line last without stopping was judged the winner and the “labyrinth race” for lady drivers who had to negotiate a track lined with bottles!



126

126

126

127

**A FINE AND RARE AUTOMOBILE CLUB DE FRANCE FULL MEMBER’S BADGE BY CHARLES MASSIN, PARIS, 1909,**

small size version, stamped with maker’s mark to base, finely detailed in gilt finish, the enamelled centre with ACF to obverse and ‘tricolore’ and flag of ACF to reverse, 14.5cm high, mounted on a radiator cap.

£900 - 1,000

€1,300 - 1,400

128 \*

**AN EARLY ROYAL AUTOMOBILE CLUB FULL MEMBER’S BADGE BY ELKINGTON & CO LTD, 1907-1909,**

number A17, nickel plated hollow-cast wheel with central Royal profile bust to obverse and oblong enamel Union flag to reverse, mounted on double winged Mercury figures, 16.5cm high, on a small metallic block stand above a display base.

£1,000 - 1,200

€1,400 - 1,700



127

128



127 (reverse)



128 (reverse)



129



138



138



143



131



131



131

129  
**A FINE AND RARE AUTOMOBILE CLUB OF CHINA MEMBER'S CAR BADGE, 1920S,**  
 number 1097, nickel plated bronze with inset enamel pagoda centre, under a 'blue sky with a white sun' enamel finial, 16.4cm high, some loss to plating.  
**£1,200 - 1,500**  
**€1,700 - 2,100**

130  
**ASSORTED BARC BROOKLANDS ENAMEL MEMBER'S LAPEL BADGES,**  
 comprising a set of 1937 BARC member's and two guests badges, in black and green enamel each numbered 874, two 1911 BARC member's badges numbered 1387 and 1573, another for 1912 numbered 1664, and a 1915 guest badge numbered 771, three member's badges for 1940, 1941 and 1942 numbered 713, 248 and 495 respectively, and a pair of 1936 guests' badges, both numbered 1079.  
 (12)  
**£300 - 400**  
**€420 - 560**

131  
**TWO RAC BADGES AND A DESMO MASCOT,**  
 comprising two RAC Associate member's badges by Collins of London, each 1912 pattern, one lacking disc cage from rear, numbers BB19506 and N61392, with enamel Union Jack centers with chips and loss to enamel, each 11.5cm high, and a chrome plated female nude mascot, 20cm high.  
 (3)  
**£300 - 400**  
**€420 - 560**

132  
**TWO HARE MASCOTS AND AN ALVIS 12/50 BADGE,**  
 comprising a large brass Alvis 'big paws' hare, 12cm high, a realistic white metal hare 10cm high on a Bakelite radiator cap, a 12/50 badge (some loss to enamel) and an MG Radiator cap.  
 (4)  
**£250 - 350**  
**€350 - 490**

133  
**A REPLICA SCHNEIDER TROPHY SEAPLANE MASCOT,**  
 modelled on the winning Supermarine S6b, nickelled bronze, with rotating propeller, marked 'Rolls-Royce' under left float, 13cm long, 15cm wingspan, mounted on a black display base, together with a smaller modern stylised chromed desk-piece modelled after the Schneider Trophy winning seaplane, on a marble base.  
 (2)  
**£250 - 300**  
**€350 - 420**

134  
**FOUR CAR MASCOTS,**  
 comprising a winged eagle on a Derby Bentley radiator cap, a forward sloping Bentley winged B, unmounted, two bronzed replica Rolls-Royce mascots mounted for display and a Rolls-Royce 25 year long service ashtray, engraved 1940-1965 H G Parker.  
 (5)  
**£250 - 350**  
**€350 - 490**

135  
**ASSORTED 'MINIATURE' SPIRIT OF ECSTASY FIGURES,**  
 five examples differently mounted as desk-pieces or on display bases (one detached), a small radiator header tank paperweight with miniature mascot, an unmounted 2cm high mascot and a paper knife.  
 (8)  
**£250 - 350**  
**€350 - 490**

136  
**EIGHT ASSORTED MASCOTS AND HOOD ORNAMENTS,**  
 including Jaguar (missing tail), Sphinx, Gazelle, Ram, Chrysler, and others, various conditions, together with four two-eared wheel spinners (worn), an AA badge, a Bosch electric horn for restoration and a Desmo bulb horn.  
 (Qty)  
**£250 - 350**  
**€350 - 490**

137  
**A ROLLS-ROYCE PHANTOM I MASCOT,**  
 signed 'Charles Sykes' to base, some pitting and loss to plating in places, 14cm high.  
**£250 - 350**  
**€350 - 490**

138  
**TWO BENTLEY WINGED 'B' MASCOTS,**  
 comprising a 1933 issued single winged forward sloping B, stamped 'Bentley Motors Limited' to the rear of the base, 10cm long mounted on a wooden block base, and a backward sloping B replica on modern radiator cap.  
 (2)  
**£300 - 400**  
**€420 - 560**





141A

139

**THREE ROLLS-ROYCE MASCOTS,**

comprising three Spirit of Ecstasy mascots including one with base for spring mount, a Rolls-Royce radiator shaped ashtray and a Rolls-Royce 25 year Long Service ashtray (1952-1977 H G Higgins) both mounted with a miniature mascot, together with a forward leaning Bentley winged B mascot on radiator cap.

(6)

£300 - 400  
€420 - 560

140

**ROLLS-ROYCE AUTOMOBILIA,**

comprising two post-war Spirit of Ecstasy mascots, a large Rolls-Royce ashtray and a 25 Year 'Long Service' ashtray (1943-1968 S. Richardson) ashtray both mounted with Spirit of Ecstasy figures, a ceramic E Nardi steering wheel ashtray with RR enamel badge applied to centre and a Rolls-Royce Silver Spirit launch letter opener.

(6)

£300 - 400  
€420 - 560

141

**TWO PRE-WAR ROLLS-ROYCE SPIRIT OF ECSTASY MASCOTS,**

comprising a late Ghost type mascot, signed to the base and later re-chromed, 15cm high, and a pre-War kneeling Spirit of Ecstasy mascot, signed to base and date marked '26.1.34', 10cm long, mounted to a pressure valve, offered together with a chromed American Winged Goddess hood ornament, possibly for Cadillac or Plymouth, some pitting to chrome, 12cm long.

(3)

£400 - 500  
€560 - 700

141A

**A VAUXHALL 'GRIFFIN' MASCOT BY JOSEPH FRAY LIMITED, 1920S,**

stamped 'Reg No 729889, plated metal, some wear to surface, 10cm high, on a green marble base.

£300 - 500  
€420 - 700



144



145

142

**A RARE 'SWAMI VIVEKANANDA' MASCOT BY ADAM FERON, FRENCH, 1920S,**

signed to rear of base, cast alloy, depicting the seated Hindu religious figure with open book, 13cm high, mounted on a turned wooden display base.

£400 - 600  
€560 - 840

143

**A ROLLS-ROYCE LATE GHOST/NEW PHANTOM 'SPIRIT OF ECSTASY' MASCOT,**

signed 'Charles Sykes' and marked 'R.R.Ltd 6.2.11.' to base, later chrome plating, 15cm high, mounted on a radiator cap.

£400 - 600  
€560 - 840

144

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

by Charles Sykes, signed, copper plated with some loss to plating and patina, 16cm high, on a period radiator cap.

£500 - 700  
€750 - 880

145

**A HISPANO-SUIZA 'FLYING STORK' MASCOT BY FREDERICK BAZIN, 1920S,**

signed 'F.Bazin' to base, nickel-plated bronze, larger size example, wingtips ground down for fitting, 20cm long, mounted on a turned wooden base.

£700 - 900  
€980 - 1,300

146

**ASSORTED TRANSPORT COLLECTABLES,**

comprising a pair of British Rail hand lamps, a Les Leston steering wheel ashtray by Beswick, an L & G fire extinguisher and a live steam brass model of a single cylinder industrial engine on wooden display base.

(5)

£250 - 350  
€350 - 490



146

146A

**A COLLECTION OF NINE FIRE EXTINGUISHERS,**

mounted on a display board with correct brackets, various brands including Romac, Minimax, Merryweather, Winhams and Pyrene, the board applied with two W T Woollard & Sons brass plaques, the board 50 x 107cm.

£250 - 350  
€350 - 490

PLEASE NOTE: Overseas Bidders are advised that due to the nature of the container and fluid in these extinguishers this Lot may be subject to various shipping and/or import/export restrictions.

147

**TWO VINTAGE BENTLEY SPARES AND OTHER AUTOMOBILIA,**

comprising 4½ Litre Bentley co-axial starter and a Hobson fuel tank indicator for 6½ Litre Bentley, together with a Lagonda LG45 starter, a Runbaken oil coil, a jelly-mould switch, an early Lucas screen washer bottle with cap and bracket, an OS clock, an Elgin clock, two V12 Autopulse fuel pumps and a Lucas M1 fog lamp.

(Qty)

£300 - 400  
€420 - 560

148

**AN ASTON MARTIN DBR1/300 1959 LE MANS VICTORY 50TH ANNIVERSARY COMMEMORATIVE STEERING WHEEL DISPLAY BOARD,**

mounted with a DBR1 steering wheel, on a display board with a plaque which reads "This steering wheel was installed by the factory in 1960 and removed for restoration in 1966", the display board 61 x 51cm.

£300 - 400  
€420 - 560



151

149  
**ASSORTED EDWARDIAN AND OTHER  
 MOTORING ITEMS,**

including a CAV lighting switch box with twin amp and Volt dials, a Stepney wheel, painted maroon, fitted with a 710 x 90 Dunlop Cord tyre, a foot warmer, a brass Boa Constrictor bulb horn, 105cm long, a Vauxhall 'Wyvern' mascot, marked Joseph Fray Ltd, a De Dion Bouton wooden spark plug holder, two small enamel Taxi signs, a Boyce MotoMeter, a J Gairn & Co Coachwork plate, a small Junior Shell oil can, tins for Lodge spark plugs, and other items.

(Qty)  
 £400 - 500  
 €560 - 700

150  
**A ROLLS-ROYCE SILVER GHOST  
 TREMBLER COIL,**

wooden case, numbered 3071\N to edge of case, 21cm high overall, split to side of wooden case and crack to upper surface, offered together with a recent replica example, and a small Raydyot spotlight.

(3)  
 £500 - 600  
 €700 - 840

151<sup>000</sup>  
**A 3.4 LITRE JAGUAR MK I ENGINE,  
 1957-1959,**

engine number K\*3142-8 (the second letter indistinctly struck as E or F), with cylinder head stamped GR436, the block cast with raised lettering "Jaguar 3½ Litre", straight six with twin overhead camshafts, fitted with twin SU carburettors (one incomplete) marked AUC7081 W and exhaust manifolds together with a dynamo (detached).

(2)  
 £1,000 - 2,000  
 €1,400 - 2,800

152  
**EIGHT ASSORTED MOTORING  
 HEADLAMPS,**

comprising two pairs of CAV headlamps, one pair with brass and the other with steel bodies, each 9 inch lenses, three Lucas lamps, various sizes, and a Ford Twolite lamp, all for restoration.

(8)  
 £250 - 350  
 €350 - 490

153  
**THREE LAMPS,**

comprising a brass marine lantern, with Fresnel lens and bolted to a brass unit, 27cm high, with handle, a large candle-powered carriage lamp by Liddle & Johnson of Edinburgh, olive green painted body, 7¼ inch convex lens and bevelled side-lens, 56cm high overall, and a oil-powered railway lamp, squared body, lacking chimney.

(3)  
 £250 - 300  
 €350 - 420

154  
**A PAIR OF DRUM-SHAPED ELECTRIC  
 SIDELAMPS,**

each nickelled bodies with handle to rear, with 4½ inch convex lenses, reflectors and blue-tinted bulbs, each fitted with circular mirror on articulated arm to upper, with mounting brackets and wiring.

(2)  
 £250 - 300  
 €350 - 420



161



163



169

155  
**FOUR LUCAS 'KING OF THE ROAD' OIL  
 LAMPS,**

brass bodies, comprising a pair of Lucas No.723 side-lamps, a No.724 side-lamp, and a No.434 tail-lamp with ruby lens and clear side-lenses, together with a Powell & Hanmer carbide motorcycle headlamp.

(5)  
 £250 - 350  
 €350 - 490

156  
**A PAIR OF ELECTRIC HEADLAMPS BY  
 REJNA-ZANARDINI, ITALIAN, 1920S-30S,**

each stirrup mounted nickel plated case with reflector, (lacking bulb holder and 10 inch lens).

(2)  
 £300 - 400  
 €420 - 560

157

**A PAIR OF BRASS ELECTRIC HEADLAMPS FOR CROSSLEY VEHICLES, 1910S,**

each stirrup mounted brass cased lamp with 8¼ inch diameter bevelled flat lens, together with a pair of stirrup mounting brackets.

(4)

£300 - 400

€420 - 560

158

**A PAIR OF BRASS CAV MODEL G ELECTRIC HEADLAMPS,**

bell-shaped bodies, with 8 inch bevelled lenses (one cracked), with polished reflectors, lacking bulbs, some small dents in places.

(2)

£300 - 400

€420 - 560

159

**A PAIR OF DRUM-SHAPED ELECTRIC HEADLAMPS FOR ROLLS-ROYCE,**

American, nickelled steel bodies marked 'Rolls-Royce Headlamp', fitted with 9¼ inch diameter Bausch & Lomb ribbed lenses (one with minor chips), complete with reflectors and bulbs.

(2)

£350 - 450

€490 - 630

160

**TWO ACETYLENE SPOTLAMPS BY BRC AND BLERIOT,**

each brass bodied, the BRC lamp with 6inch clear lens, mirror-backed with handle to rear, gimbal mounted and with swivel brass bracket, 38cm high overall, the Phare Bleriot lamp, French, circa 1905, with 6inch clear lens.

(2)

£400 - 500

€560 - 700

161

**A PAIR OF "DREADNOUGHT" SELF GENERATING ACETYLENE HEADLAMPS BY ALFRED DUNHILL, REGISTERED DESIGN 1909,**

each polished brass stirrup mounted cylindrical body, with single cross body generator, slatted 5¼ inch lens, (one re-seated with resin), Bausch & Lomb concave mirror reflector (one mirror with slight crack, some 'seasoned' cracking to detachable rear cover, minor dents to bodies).

(2)

£600 - 800

€840 - 1,100

162

**A PAIR OF BLERIOT OIL-ILLUMINATING CARRIAGE LAMPS,**

brass squared bodies painted black, each numbered 72, with 5inch clear bevelled lenses and faceted ruby-coloured side lens, each 37cm high.

(2)

£600 - 800

€890 - 1,100

163

**A RARE VETERAN SIXTEEN-NOTE TRUMPET HORN, FRENCH,**

nickel-plated with sixteen trumpets of assorted sizes and with three valves to stem, 54cm long, fitted with later bulb, 69cm long overall.

£800 - 1,200

€1,100 - 1,700

164

**ASSORTED CLOCKS AND INSTRUMENTS,**

comprising Zenith 8 day rim wound clock, 8.5cm diameter bezel, Jaeger 8 day clock, a Hispano-Suiza 'Bencina' fuel gauge, a cased Voltmeter and a 'Luftdruckprufer' Moto Meter tyre pressure gauge.

(5)

£250 - 350

€310 - 440

165

**ASSORTED DASHBOARD CLOCKS AND INSTRUMENTS,**

including an angle-mounted De Dion Bouton 8-day car clock, (lacking subsidiary second hand), another by Jaeger for Delage, a Hiwa example and others by Smiths, together with a Eureka oil gauge for Morris Motors, a Wilmot petrol gauge, and other dials.

(11)

£250 - 350

€350 - 490

166

**FOUR SPEEDOMETERS AND A TAPLEY BRAKE METER,**

comprising 80mph and 100mph speedometers by Jaeger, the larger with 11cm diameter dial, and two Smiths MA speedometers for Austin, with dials bearing Austin logos, approximately 9cm diameter dial, together with a Tapley brake meter for Ferodo, in leather case, gimbal mounted and with bracket.

(6)

£250 - 300

€350 - 420

167

**A HALDA SPEEDPILOT,**

serial number 11068, made in Sweden, twin dial, in good working order, complete with instruction card and drive.

(Qty)

£250 - 350

€350 - 490

168

**A SMITHS 8-DAY 'TIME OF TRIP' DASHBOARD CLOCK,**

black dial with subsidiary 'time of trip' dial, numbered 6A/4339727 and with arrow symbol to rear of case.

£400 - 500

€560 - 700

169

**AN EARLY JAEGER PARIS 'TOURS MINUTE' REV COUNTER, FRENCH,**

AM type, black dial with 0 to 2400 Arabic numerals, outer chapter ring, cast alloy case numbered 67780, bevelled glass lens, bezel 9.5cm diameter.

£600 - 800

€1,000 - 1,300

170

**A PORSCHE 27RS ALLOY WHEEL AND AN RS964 STEERING WHEEL,**

the 16 inch diameter wheel, with Porsche shield centre cap, the black steering wheel with RS horn boss, both in used condition.

(2)

£250 - 350

€350 - 490

171

**A DUNLOP 'M' TYPE WHEEL,**

17½ inch diameter outer rim, to fit 5.00 x 16 tyre, with four central fixing bolt holes, and 12 'spoke' holes, used.

£250 - 350

€310 - 440

172

**AN ASTON MARTIN WOODEN RIMMED STEERING WHEEL,**

6inch diameter complete with horn boss, together with a print after Frederick Gordon Crosby (1885-1943): The Bertelli/Eyston Aston Martin, Le Mans 1928, signed by George Eyston, limited edition number 200/200, mounted, framed and glazed, and four other Aston Martin technical illustrations, each framed and glazed.

(6)

£250 - 300

€350 - 420

173<sup>o</sup>

**THREE RADIATOR SURROUNDS,**

comprising Bentley, painted dark blue, 68cm wide, with shutters and blue enamel badge, a stainless steel Rolls-Royce surround 60cm wide, with black enamel badge, covered in tape in cardboard packing box, and a Bentley surround, painted in grey primer, lacking badges and shutters 70cm wide.

(3)

£300 - 400

€420 - 560

174

**AN ASTON MARTIN DBR1/300 1959 LE MANS VICTORY 50TH ANNIVERSARY COMMEMORATIVE EXHAUST MANIFOLD DISPLAY BOARD,**

mounted with a spare exhaust manifold, taken to the race by Aston Martin but unused, mounted with a plaque and an image of the car, the back board 46 x 38cm.

£400 - 500

€560 - 700

175

**A WICKER-CASED 'EN ROUTE' TEA SET FOR TWO PERSONS, BY DREW & SONS, CIRCA 1910,**

wicker case with leather straps, with lid and fall front opening to wicker framework interior fitted with kettle and burner, three food tins, correct 'En Route' cups (one cracked) and saucers, and two knives, the case 32cm wide.

£250 - 350

€350 - 490



177

176  
**A GENTLEMAN'S OVERNIGHT CASE,**  
 black leather with lid opening to green watered  
 silk lining, fold-out front section fitted with  
 brushes, comb, manicure and sewing set  
 (lacking thimble), and other accessories,  
 the case 57cm wide, some stitching loose,  
 together with a small cased set of gaming  
 chips and playing cards.  
 (2)  
**£250 - 350**  
**€300 - 430**

177  
**A LOUIS VUITTON DOSSIER CASE, 2003,**  
 presented to owners of vehicles entered at the  
 Louis Vuitton Classic Concours d'Elegance at  
 St. Cloud, Paris in September 2003, to fit A4  
 papers, with cord and button closer, with Louis  
 Vuitton paper shopping bag.  
 (2)  
**£250 - 350**  
**€350 - 490**

178<sup>0</sup>  
**A 'CORACLE' SIX PERSON PICNIC SET**  
**BY G W SCOTT & SONS, 1920S,**  
 black Rexine covered case, (some wear)  
 opening to wicker caged fitted interior, housing  
 accessories, kettle, burner, crockery and  
 glasses, the lid with enamel plates and cutlery,  
 (3 glasses and 2 saucers missing), many  
 pieces marked with initials VH, the case 64cm  
 wide.  
**£400 - 500**  
**€560 - 700**

179  
**A CASED 'EN ROUTE' PICNIC SET FOR**  
**SIX PERSONS BY DREW & SONS,**  
 black leather-cloth case with geometric  
 pattern, nickelled handles, locks and catches,  
 with lid and fall front opening to interior  
 with wicker framework, fitted with large  
 Autotherm flask, saucepan, two wicker-  
 covered glass bottles, a smaller bottle, one  
 large and two smaller food tins, circular and  
 rectangular ceramic plates, cups, and saucers,  
 wicker-cased glass tumblers (one missing),  
 condiments jars, and cutlery contained in a  
 canvas pouch, the case measuring 74cm  
 wide.  
**£400 - 600**  
**€560 - 840**

180  
**A LOUIS VUITTON MOTORING TRUNK,**  
**1920S,**  
 black leathercloth suitcase type with brown  
 leather handle, nickelled lock and catches,  
 the lid opening to beige cloth-lined interior,  
 fitted with lift-out tray with correct cloth straps  
 with buckles, the lower section with three  
 further straps with buckles, the inside of the  
 lid bearing label numbered 85788, the case  
 measuring 91 x 52 x 20cm.  
**£500 - 700**  
**€700 - 980**

181<sup>00</sup>  
**A SEGA 'CONTINENTAL 3 STAR' MODEL**  
**"PROGRESSIVE" TYPE SLOT MACHINE,**  
**JAPANESE FOR THE UK MARKET, LATE**  
**1960S,**  
 serial number 745684, in working order,  
 with quantity of 6d coins, two sets of keys,  
 traditional "3 reel 1 arm bandit", 76cm high,  
 45cm wide and 49cm deep.  
**£250 - 350**  
**€350 - 490**

182  
**A ROLLS-ROYCE RADIATOR DECANter**  
**BY RUDDSPED,**  
 chromed surround and shutters, with badge  
 and town cap, 20cm high.  
**£250 - 300**  
**€350 - 420**

183  
**ASSORTED CERAMIC CAR MODELS AND**  
**OTHER COLLECTABLES,**  
 including Coalport Silver Ghost (cracked,  
 steering wheel detached) on wooden  
 base, a tinplate Rolls-Royce jewellery box,  
 Japanese (plays Impossible Dream), a  
 ceramic desk companion decorated with  
 famous car marques, a boxed Silver Ghost  
 Avon aftershave bottle, a boxed 1:24 scale  
 Rolls-Royce Silver Cloud model by Hubley  
 (constructed), a ceramic Bugatti Royale and  
 other items including a glass paperweight,  
 trinket boxes and a carved wooden playing  
 card box.  
 (Qty)  
**£250 - 350**  
**€350 - 490**

184  
**FIVE ROLLS-ROYCE COLLECTABLES,**  
 comprising a musical decanter, a notebook  
 holder with hidden pen under the mascot, a  
 boxed permanent match, a boxed radiator  
 paperweight by Classic Stable and a Spirit of  
 Ecstasy letter opener in presentation box.  
**£250 - 350**  
**€310 - 440**



185  
**A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED,**  
 chromed surround and shutters, with badge and town cap, 20cm high.  
**£250 - 300**  
**€350 - 420**

186  
**A ROLLS-ROYCE RADIATOR DECANTER BY CLASSIC STABLE,**  
 chromed surround and shutters, complete with badge and miniature mascot, 24.5cm high, with publicity brochure advertising the Classic stable range, together with a cased pair of Classic Stable miniature replica radiators for Rolls-Royce and Bentley.  
 (Qty)  
**£250 - 300**  
**€350 - 420**

187  
**A BUGATTI RADIATOR DECANTER BY RUDDSPEED,**  
 chromed with metal grille and cap, missing badge, 19.5cm high.  
**£250 - 300**  
**€350 - 420**

188  
**A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED,**  
 chromed surround and shutters, with badge and town cap, 20cm high.  
**£250 - 300**  
**€350 - 420**

189  
**A JPS LOTUS JACKET AND OTHER CLOTHING,**  
 black jacket size L, with JPS logo to breast, zip and pop-stud fastening, together with a V-neck sweater, in black, white and gold, a black, long-sleeved shirt, and a yellow polo shirt, all with JPS embroidered logos.  
 (4)  
**£250 - 300**  
**€310 - 380**

190  
**A PAIR OF MINIATURE BUSTS OF CHARLES STEWART ROLLS AND FREDERICK HENRY ROYCE, 1979,**  
 after William McMillan, cold-cast resin and bronze composite, miniature replicas of those commissioned in 1934 by Rolls-Royce Motors Limited, and again in 1979 to commemorate the 75th Anniversary of the 1904 meeting of Rolls and Royce, each 22cm high, together with a cased sterling silver commemorative medallion issued in 2000 by Firmin & Sons, struck with portrait images of Rolls and Royce, 5cm diameter.  
 (3)  
**£250 - 300**  
**€350 - 420**

191  
**A FINE SWIZA ROLLS-ROYCE DESK CLOCK, SWISS MADE,**  
 nickel plated brass, comprising Spirit of Ecstasy on hinged base, numbered 323, lifting to reveal Swiza quartz clock, black with Arabic 12 hour dial, with red second hand, battery powered, 15cm high overall.  
**£250 - 350**  
**€350 - 490**

192  
**A HEIGHT GAUGE AND OTHER DIAL GAUGES,**  
 comprising an Efcu height gauge by E F Collins & Son Ltd, 73cm high, in original fitted wooden box, together with other dial gauges of various types and tolerances, majority by Baty and one by John Bull, some in original cases.  
 (Qty)  
**£250 - 300**  
**€350 - 420**

193  
**ASSORTED ROLLS-ROYCE AUTOMOBILIA,**  
 including Ruddspeed radiator decanter (lacking mascot), a musical decanter, a letter opener in presentation box, and a Rolls-Royce umbrella, together with a Bentley and an RREC umbrellas, a Smiths dashboard clock and a Lucas spare bulb carrier.  
 (Qty)  
**£250 - 350**  
**€350 - 490**

194  
**ASSORTED AUTOMOBILIA,**  
 comprising motoring books including Professor Spooner: Motors and Motoring 1916; H Thornton Rutter: Modern Motors, 4 Volumes; Rankin Kennedy: The Book of the Motor Car, 4 Volumes; and others, a swift car mascot on a radiator cap and five assorted lamps and lanterns, various conditions.  
 (Qty)  
**£250 - 350**  
**€350 - 490**



195



195



201



204



207



199



202



203

**195  
A VETERAN MOTORIST CHARACTER MUG  
BY ROYAL DOULTON, 1970S**

glazed ceramic depicting the moustachioed motorist, 20cm, together with a radiator cap flag pole fitted with Royal Scottish Automobile Club pennant.

(2)  
£250 - 350  
€350 - 490

**196  
A MORRIS 'BULLNOSE' COWLEY RADIATOR  
DECANTER BY CLASSIC STABLE,**

chromed with wire grille, enamel radiator badge, and cap, 19cm high.

£300 - 400  
€420 - 560

**197  
TWO SIGNED NIGEL MANSELL RENAULT  
ELF ITEMS,**

comprising 'personal' steering wheel, signed in white tyre pen across the central boss, dated '91, 26cm diameter, and a helmet visor numbered 1/1, clear with logostrip and signed in blue pen to the front, (faded).

(2)  
£300 - 400  
€420 - 560

**198  
A CASED ROLLS-ROYCE RADIATOR  
DECANTER BY RUDDSPED,**

chromed surround and shutters, with badge and town cap, 20cm high, contained within original presentation case (some splitting to corners) and original manufacturer's card.

(3)  
£300 - 500  
€420 - 700

**199  
A BOXED MERCEDES BENZ RADIATOR  
DECANTER BY RUDDSPED, BRITISH,  
CIRCA 1960,**

chrome-plated, with printed grille and complete with mascot, 23cm high, in original presentation inner box with outer cardboard packing box.

£350 - 450  
€490 - 630

208



209

200

**A CASED SET OF TARIDE'S ROAD MAPS OF FRANCE BY SIFTON, PRAED & CO LTD, 1920S,**

22 linen backed maps, with some BIS overlapping maps, in leather case with keys and measuring device in lid, the case 38cm wide with two keys, together with an AA French Agents and Hotels booklet, 1926. (Qty)

£400 - 500

€560 - 700

201

**A RARE PINK GLAZE SADLER OKT42 TEAPOT,**

complete with lid, 22cm long.

£500 - 700

€600 - 840

201A

**TWO 1958 OSCAR ESSO RALLY BRONZE AWARDS,**

as the Esso promotional character 'Mr Drip', one holding a victory torch aloft, the other holding helmet and race goggles, awarded for the Bordeaux Sud-Ouest and RACC Cataluña rallies and each mounted on an ebonised base with inscribed plaque, the taller measuring 22cm high overall.

(2)

£250 - 350

€350 - 490



214

202

**A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS',**

comprising 25 motor car emblems for the National Motor Museum by Danbury Mint, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm, together with accompanying information booklet and certificate of authenticity.

(3)

£500 - 700

€700 - 980

203

**A SET OF SIX ROYAL DOULTON 'SERIES WARE' MOTORING PLATES BY GEORGE HOLDCROFT, CIRCA 1906,**

each hand-coloured under glaze, decorated with an early motoring scene, comprising 'Room for One', 'Blood Money', 'Itch yer on Gov'e'nor?', 'A Nerve-Tonic', 'Deaf' and one lacking printed title known as 'Where do you itch yer Oss?', 26-27cm diameter.

(6)

£600 - 800

€840 - 1,100

204

**A BENTLEY RADIATOR DECANTER BY RUDDSPED,**

chromed, with mesh grille and enamel badge, 19.5cm high.

£250 - 350

€350 - 490

205

**A BRDC 1934 BRITISH EMPIRE TROPHY RACE BRONZE PLAQUE,**

presented to 'Driver of Finishing Car Whitney Straight', engraved with presentation details, drilled in two places for mounting, 9 x 6.5cm.

£350 - 450

€490 - 630

Whitney Straight drove his Maserati over the 300 mile course at an average speed of 82.45 mph, finishing in second place overall.

206

**A BUGATTI OWNER'S CLUB AWARD, 1952,**

presented to Charles Headland at Silverstone, nickel plated brass, in the form of a Bugatti radiator mounted on a wooden display base, 23cm high overall.

£300 - 400

€420 - 560

207

**A 1934 ESTONIAN TT 1ST IN CLASS TROPHY PRESENTED BY EESTI AUTOKLUBI,**

silver plate, goblet form, engraved with details and applied with club badge, 30.5cm high.

£300 - 400

€420 - 560

On 16 September 1934, the third Estonian Tourist Trophy International race was run. It was an event for Motorcycles and Cars and attracted an international field. This trophy was awarded to T Ferrier (England) driving a Singer, for first in class (D) of the smaller engine cars and second overall in the race, with an average speed of 74.05kph.

This lot is offered with four photocopied pages of information relating to the event and the club.



210



211



211



211



211



212



213



213A

208  
**AN ENGINEER'S MODEL OF A STUART TURNER SINGLE CYLINDER MARINE ENGINE, BY C E COX OF SWINDON 1953,** painted green stand with single girder effect side frame mounted with slipper guide, pillar mount to other side, with forward and reverse operating handle, on wooden base applied with maker's plaque, 39cm high overall.  
**£250 - 350**  
**€350 - 490**

209  
**AN ENGINEER'S TWIN CYLINDER HORIZONTAL MILL ENGINE MODEL BY W BOOTH OF BINGLEY,** with twin flywheels and ball governor on cream painted cast metal stand above a wooden base, 39.5cm long.  
**£300 - 400**  
**€420 - 560**

210<sup>o</sup>  
**AN ENGINEER'S MODEL OF A BEAM ENGINE, BY J L ROE, BRITISH 1951,** finely detailed model, central turned pillar supporting single beam driven by single cylinder, decoratively turned crank arm to geared system driving large flywheel and ball governor controlled inlet valve, mounted on a 48cm wide grey painted wooden 'brick effect' base, applied with makers shield, the underside applied with 'The Model Engineer' Exhibition No.1 exhibitors label.  
**£400 - 500**  
**€560 - 700**

211  
**FIVE ASSORTED ENGINEERING MODELS,** comprising miniature cut-away engine mounted with a cut-away spark plug, the base 14cm wide, a slightly larger cut-away engine model showing the finned cylinder head, mounted on a base, 20cm high overall, a radial seven cylinder aero-engine 12.5cm diameter, a beam pumping engine with flywheel 9.5cm diameter and a crankshaft engineers work bench complete with miniature tools, 9cm wide.  
 (5)  
**£500 - 600**  
**€700 - 840**

212  
**A TWIN CYLINDER STEAM ENGINE BY DOLL & CO, GERMAN, 1920S,** horizontal twin, painted green with red and cream pin striping, nickel plated guard rail, belt operated ball governor, on custom shaped wooden base, 32 x 21 x 18cm, with three detached pipes.  
**£500 - 700**  
**€700 - 980**

213<sup>o</sup>  
**AN ENGINEER'S MODEL OF A CORNISH BEAM ENGINE,** single cylinder, the beam raised on two turned pillars, with large flywheel to side, painted green and black, on wooden display base, 67 x 38 x 56cm, together with a reference book, D.B. Barton: 'The Cornish Beam Engine'.  
 (2)  
**£600 - 800**  
**€840 - 1,100**

213A<sup>o</sup>  
**AN ENGINEER'S MODEL OF A TWIN CYLINDER STEAM ENGINE BY W A HAWKER OF BRIDPORT,** painted green frame, 32cm diameter flywheel, twin marine style wooden clad cylinders driving two pistons, with operating gear lever (damaged), mounted on a heavy wooden base, 70cm long overall, some rusting to metal work, a good restoration project.  
**£500 - 700**  
**€700 - 980**

214<sup>o</sup>  
**FIVE ENGINEER'S MODELS OF STEAM ENGINES AND CASED STEAM ENGINE INDICATOR,** the models of various types and quality, comprising two single cylinder vertical marine engines, two single cylinder horizontal engines with flywheels, and a vertical twin mounted on a base with a brass boiler and burner, the Richard's Patent cased engine indicator, with accessories in wooden box with pasted labels inside the lid.  
 (6)  
**£800 - 1,000**  
**€1,100 - 1,400**



229



215  
**A DESK MODEL OF A FOKKER F VII-3M TRI-MOTOR AEROPLANE, DUTCH, 1930S,**  
 cast alloy aircraft, 20cm wingspan, mounted on an angular bronze display base, mounting screw detached.  
**£400 - 500**  
**€560 - 700**

216  
**FOUR 1:18 SCALE 'SILVER ARROWS' MODELS BY CMC, GERMAN,**  
 finely detailed white metal castings of 1936-37 Auto Union C Type, 1937 Mercedes-Benz W125, 1939 Mercedes-Benz W165, and 1952 Mercedes-Benz 300SL Carrera Panamericana, all weathered, lacking boxes.  
 (4)  
**£400 - 500**  
**€560 - 700**

217  
**No lot**

218  
**A 1:8 SCALE MODEL OF AN ALFA ROMEO 8C 2300 MONZA, BY POCHE,**  
 kit-built model, with plastic and metal parts, with detailed engine compartment and cockpit, rubber tyres, depicting the car in cream livery, 49cm long, on a mirrored display base.  
**£250 - 300**  
**€350 - 420**

219  
**A SILVER MODEL OF A ROLLS-ROYCE SILVER GHOST,**  
 continental silver with .925 mark, 10cm long, mounted on a marble base, together with a Rolls-Royce model car musical decanter holder with shot glasses, and a musical Rolls-Royce radiator decanter, both play 'O Sole Mio'.  
 (3)  
**£250 - 350**  
**€310 - 440**

220 - 221  
**No lots**

222  
**ASSORTED DIE-CAST SCALE MODELS BY FRANKLIN MINT,**  
 1:24 scale, including 1911 Rolls-Royce, 1921 Silver Ghost, 1929 Bentley, 1929 Bugatti Royale, and others of mainly pre-War cars, all unboxed (one with broken wheel), together with two small lead crystal glass paperweights by Goebel of Germany of 1927 Bugatti Type 44 and 1930 Duesenberg Model J.  
 (20)  
**£250 - 350**  
**€350 - 490**

223  
**NINE BOXED MODELS OF EARLY ROLLS-ROYCE CARS BY FRANKLIN MINT,**  
 precision metal models, comprising 1:16 scale 1905 10Hp Rolls-Royce, the others all 1:24 scale comprising 1907 Silver Ghost, 1911 Tourer, 1914 Boat-Tail (x2), 1925 Silver Ghost Tourer, 1929 Phantom I, and 1929 Phantom I Cabriolet, each with packaging.  
 (9)  
**£250 - 300**  
**€350 - 420**

224  
**ELEVEN BOXED MODELS OF ROLLS-ROYCE AND BENTLEY CARS BY FRANKLIN MINT,**  
 precision metal models, majority 1:24 scale, comprising 1905 10Hp Rolls-Royce, 1925 Silver Ghost, 1929 Phantom I, 1929 Phantom I Cabriolet (x2), Silver Seraph, 1929 Bentley, 1947 Bentley Mark VI (x2), and Bentley Arnage (x2), each with packaging.  
 (11)  
**£250 - 350**  
**€350 - 490**

225  
**NINE BOXED MODELS OF ROLLS-ROYCE CARS BY FRANKLIN MINT,**  
 precision metal models, 1:24 scale, comprising 1907 Silver Ghost, 1929 Phantom I (x3), 1929 Phantom I Cabriolet (x2), 1938 Phantom III, 1955 Silver Cloud, and Silver Seraph, each with packaging.  
 (9)  
**£250 - 300**  
**€350 - 420**

226 - 227  
**No lots**

228  
**A QUANTITY OF SCALE ROLLS-ROYCE AND OTHER PEWTER MODELS BY DANBURY MINT,**  
 small scale including 1:43, including 1909 Silver Ghost, Alpine Eagle, 1923 Springfield Ghost, 1939 Wraith, 1954 Silver Dawn, 1962 Silver Cloud III and 1968 Phantom VI, together with others for 1930 Bentley Barnato, American cars including Ford Model T, 1914 Stutz Bearcat, 1931 Cadillac Phaeton, 1934 Deussenberg SJ, and others, each boxed.  
 (Qty)  
**£300 - 400**  
**€420 - 560**

229 †  
**TWO 1:24 SCALE DIE-CAST BENTLEY MODELS BY FRANKLIN MINT,**  
 comprising 1929 4½ Litre 'Blower' Bentley, and 1947 Bentley Mark VI with Franay coachwork, each with original boxes, one with Perspex display case.  
 (3)  
**£500 - 600**  
**€700 - 840**

230 †  
**A 1:16 SCALE DIE-CAST MODEL OF THE 1931 BUGATTI ROYALE COUPE DE VILLE BY FRANKLIN MINT,**  
 detailed model of the car in two-tone black and grey livery, with opening doors and bonnet showing detailed engine compartment, 37cm long.  
**£500 - 600**  
**€700 - 840**



231

231 †  
**ASSORTED 1:24 SCALE DIE-CAST MODELS OF PRE-WAR ROLLS-ROYCE CARS,**

15 models, majority by Franklin Mint, including 1907 Silver Ghost, 1914 Boat-Tail, 1921 Silver Ghost, 1925 Silver Ghost, 1929 Phantom I, 1938 Phantom III, and others, some duplicates, some with boxes.

(Qty)  
**£600 - 800**  
**€840 - 1,100**

232 †  
**SEVEN 1:24 SCALE ASTON MARTIN DB5 DIE-CAST MODELS BY DANBURY MINT,**

comprising two 22kt gold plated 'James Bond Goldfinger' DB5s, (one in display case), two '007' DB5 examples in Silver Birch livery, each with '007 Special Equipment' detailing, and three standard models of the 1964 DB5, one in Aegean Blue livery with display case, and two in Dubonnet livery, five with original boxes, together with a smaller 1:43 scale 'Goldfinger' Aston Martin DB5 die-cast model in diorama box.

(8)  
**£500 - 700**  
**€700 - 980**



232



233

233 †  
**ASSORTED DIE-CAST SCALE MODELS OF VARIOUS CARS,**  
 13 models, majority 1:24 scale by Franklin Mint, including 1924 Hispano-Suiza Tulipwood, 1930 Bugatti Royale Coupe Napoleon, 1934 Hispano-Suiza J12 (x2), 1935 Mercedes-Benz 500K Special Roadster, 1935 Mercedes-Benz 770K, and others, some with boxes.

(Qty)  
 £500 - 600  
 €700 - 840

234  
**A FINELY MADE SILVER MODEL OF A 1911 40/50HP ROLLS-ROYCE 'SILVER GHOST' BY A REYNOLDS,**  
 hallmarked Birmingham 1981, weight 278g, finely constructed, 14cm long, mounted on a wooden base with leather pad, the front applied with panel engraved 'Rolls-Royce Silver Shadow 1911 A Reynolds' (sic), contained in a polished wooden box.

£750 - 850  
 €1,000 - 1,200



234

235 ◊  
**A 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

kit-built, constructed from mainly metal parts, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, well detailed model with opening doors, bonnet and boot, loaded with all the Bond 'Special Equipment' including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, (ejector seat spring disconnected to protect windscreen), approximately 60cm long, with car cover and three files of related magazines.

(Qty)  
 £1,000 - 1,500  
 €1,400 - 2,100



235



237

236  
**A BOXED MERCEDES-BENZ 230SL RADIO CONTROLLED TOY CAR, BY MASADUYA, JAPANESE, 1960S,**

tin-plate construction, with beige painted bodywork and maroon roof, 40cm long, complete with aerial and remote controller, contained in original box some damage to styrene packaging, and slight wear to box in places.

£250 - 350  
 €350 - 490

237  
**A COLLECTION OF TOY AND MODEL CARS,**

including a rare clockwork "Ranlite" Austin saloon by AGL, green and black composite body with painted metal wings, front right axle broken, in remains of box with instructions for fitting remote steering control, three boxed Schuco Oldtimer tinplate toys, various Matchbox Models of Yesteryear, majority un-boxed, assorted boxed plastic kits and other constructed un-boxed toys and models, various conditions.

(Qty)  
 £250 - 350  
 €350 - 490

238<sup>00</sup>  
**A 'SOAP-BOX' RACER IN THE FORM OF A BUGATTI,**

scratch built, steel box section chassis frame with four 12 inch diameter Raleigh wheels fitted with pneumatic 15 inch tyres (perished), the wooden and metal coachwork finished blue, applied with two AA badges, leather straps over louvered bonnet, with side mirror and other 'dummy' fittings, (one pair 'headlamps' and one dashboard instrument detached), 145cm long overall, requires overhaul and safety check before re-use, sold together with a leather helmet.

(Qty)  
 £500 - 600  
 €700 - 840



239

239<sup>00</sup>  
**AN AUSTIN J40 PEDAL CAR,**

suitable for restoration, chassis number 24732, in light blue livery, with black upholstery, steering wheel, and instrument panel, complete with headlights, grille, bumpers and other brightwork, some parts missing.

£1,200 - 1,500  
 €1,700 - 2,100

239A<sup>000</sup>  
**C.1900 WAGONETTE DELIVERY VAN**

This carriage has been professionally converted using a Wagonette carriage as a donor vehicle. The Carriage is finished in blue/black throughout and features gold Manoucher Bakery signwriting with blue coach lines.

This style of carriage was popular in many towns and cities in the late Victorian period. They allowed traders to deliver their goods in style and safety to the burgeoning middle classes. Today such carriages are ideal for small business promotional work, private driving trade classes or as part of a collection.

The roof features a brass luggage rail so that trunks and crates can be carried in safety. The body is accessed by the door and fixed step to the rear and is fitted internally with display shelving.

The Coachman's seat is fitted with a faux leather cushion and there is an English style handbrake that operates on the rear wheels. The carriage is complete with a splinter bar.

£2,000 - 4,000  
 No Reserve

240  
**A SET OF AVIAKIT MOTORCYCLE LEATHERS AND A HARLEY-DAVIDSON CUSTOM SADDLE,**

the black leather one piece (with traces of yellow striping on the arms), size 38, worn, the large brown leather saddle with embossed and stitched decoration, pierced leather 'skirt' to rear, black painted steel seat pan and springs, with chromed rear railings, worn.

(2)  
 £250 - 350  
 €350 - 490

241  
**ASSORTED SIGNED MOTORCYCLING ITEMS,**

including a signed photograph of Geoff Duke, another signed by Eric Oliver, Bill Doran and Reg Dearden, two signed postcards of Bill Lomas and Dickie Dale, two letterheads signed by Mike Hailwood and John Surtees, and other unsigned ephemera including two Cadwell Park motorcycle race posters, one for 1948.

(Qty)  
 £250 - 300  
 €350 - 420

242  
**A FRAMED DISPLAY OF CLUB BADGES, 1950S,**

collected by one rider on European Motorcycle tours in the 1950s, comprising 10 badges, the frame 42 x 33cm, together with a Continental Partitour badge.

(2)  
 £250 - 300  
 €350 - 420



239A

243

**A 'GEORGE BROWN DOUBLE WORLD RECORD HOLDER' CASTROL SIGN,** painted metal sign, celebrating the prolific motorcycle sprint record holder's successes, some flaking to paint, 49 x 76cm, offered together with a poster celebrating Brown's 1964 114.8mph world record on Super Nero using Avon tyres, 51 x 38cm, a large photograph of Brown on his Vincent Super Nero, 38 x 48cm, mounted, framed and glazed, two other Castrol tin garage signs, and two framed displays of motorcycle cigarette cards, one set by Lambert & Butler.  
(7)  
**£250 - 300**  
**€350 - 420**

George Brown was a Trials and Grasstrack rider and, post-War, also a prolific motorcycle World Speed Record holder, at one point holding 24 speed records in various disciplines including on his Vincent 'Super Nero' class of race machines.

244•

**A MULTIPLE SIGNED EDITION OF SALLON: MOTOR-CYCLING PERSONALITIES - PAST AND PRESENT;** ring bound, some wear to covers, signed to the front cover by Eric Oliver, and to the first three pages by Derek Minter, Mike Duff, Mike Hailwood, Chris Vincent, Reg Armstrong, Joseph Potts, Alistair King, Phil Read, Tom Phillis, Bill Johnson, Tommy Robb, and others, and signed throughout by various riders and motorcycling personalities to their respective pages, by Bill Bodice, Frank Cope, Dickie Davies, Howard Davies, Geoff Davison, Bill Doran, Geoff Duke, Bob Foster, Freddie Frith, John Hartle, Allan Jefferies, Bob McIntyre, Eric Oliver, Bert Perrigo and Graham Walker.  
**£300 - 400**  
**€420 - 560**

245◊

**INDIAN 'V' TWIN MODEL 'E' ENGINE PARTS,** comprising crankcases, pistons, conrods, crank, cylinder barrels and sundry items, the crankcases numbered 83E408.  
**£300 - 500**  
**€420 - 700**

246

**A RARE SHEBLER MOTORCYCLE CARBURETTOR,** nickel plated, appearing restored, possibly suitable for Henderson, Indian or similar motorcycles.  
**£300 - 500**  
**€420 - 700**

247

**A RARE INDIAN MOTORCYCLE HEDSTROM CARBURETTOR, CIRCA 1912,** together with inlet manifold.  
**£300 - 500**  
**€420 - 700**

248

**A RARE CORBIN FIVE WINDOW 80MPH SPEEDOMETER,** together with drive cable and gear.  
**£300 - 400**  
**€420 - 560**

249

**A PAIR OF JAP V-TWIN OHV CRANKCASES AND HEAD FOR MORGAN,** numbered LTOWC/C 98547, some weld repairs to crankcases, to suit a water-cooled Morgan three-wheeler, inspection advised.  
(3)  
**£300 - 400**  
**€420 - 560**



250

250<sup>o</sup>  
**A FINE SCRATCH-BUILT 1:4 SCALE MODEL OF A 1961 500CC MANX NORTON MOTORCYCLE, BY GLEN ENGLISH,**  
 numbered 33 of a limited edition of 50 examples, finely detailed model constructed from over 400 individual metal parts, featuring engine details with cabling, linked chains and wire-spoked wheels fitted with rubber tyres, 48cm long, with wooden base applied with numbered plaque and Perspex display case.  
**£1,500 - 1,800**  
**€2,100 - 2,500**

251<sup>o</sup>  
**A FINE SCRATCHBUILT 1:4 SCALE MODEL OF A 1962 AJS-7R MOTORCYCLE, BY GLEN ENGLISH,**  
 numbered 33 of a limited edition of 50 examples, finely detailed model constructed from over 400 individual metal parts, featuring engine details with cabling, linked chains and wire-spoked wheels fitted with rubber tyres, 48cm long, with wooden base applied with numbered plaque and Perspex display case.  
**£1,500 - 1,800**  
**€2,100 - 2,500**

252 - 300  
**No lots**



251

# MOTORCYCLES

13.30

Lots 301 - 346

Images of each lot can be found at:  
[www.bonhams.com/22685](http://www.bonhams.com/22685)



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



301



303



302



304

301

**Property of a deceased's estate; one owner from new 1949 BSA 123CC BANTAM D1**

Registration no. GCY 501 Frame no. YD123866 Engine no. YD238731  
 Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top-seller for BSA. Originally of 123cc, the engine grew first to 148cc - on the D3 Bantam Major, introduced for 1954 - and then to 172cc. Plunger rear suspension became an option in 1950, the next major changes to the cycle parts being the introduction of swinging-arm rear suspension and a sturdier telescopic front fork on the Bantam Major in 1956. Many a mature motorcyclist will have learned to ride on a Bantam and the model remains a firm favourite to this day. We are advised that this rigid-framed D1 Bantam was last used some ten years ago. Described as in generally good condition, the machine will nevertheless require re-commissioning before returning to the road. Accompanying paperwork consists of an old-style logbook, old/current V5/V5C documents and an expired MoT (2001).

£500 - 700

€700 - 980

No Reserve

302

**C.1956 EXCELSIOR 98CC CONSORT**

Frame no. F48 2020 Engine no. 650A 3856  
 Excelsior was a relatively substantial firm in early post war days, with a 300-strong workforce, and production totalling around 10,000 machines per annum. Although the model range extended from 100cc to 250cc a declining market eventually triggered their cessation in 1965, and the Excelsior name was purchased by Britax. OOH was formerly owned by well-known Red Marley competitor Ken Harvey who, it's believed, fitted the Consort with its non-standard dual seat prior to entering a number of VMCC Runs - with his son as passenger - including the annual Tour of Birmingham. Having been dry-stored for many years the little Excelsior appears to be visually complete, and is offered as a restoration project. Fitted with a 2-speed Series 6F Villiers engine which reportedly turns satisfactorily. No documents available.

£560 - 840

No Reserve

303

**1959 JAMES 149CC CADET L15**

Registration no. 764 TMF Frame no. BL15-5679M  
 Engine no. 295B 34060

James's first post-war '125' was the ML, a 122cc Villiers 9D-engined machine derived from a successful military design. It was superseded in 1948 by a new model similar to the 98cc Comet but using heavier cycle parts and the 10D engine. For 1950 the 122cc machine was named 'Cadet' and by the time the L15 model offered here was made, featured the 149cc Villiers Type 30C engine and revised cycle parts incorporating a frame combining tubes and pressings, a telescopic front fork, swinging-arm rear suspension and full-width hubs. We are advised that this Cadet L15 was complete and in working order prior to its being dismantled for renovation over 30 years ago. Offered for restoration and sold strictly as viewed, the machine is offered with an old-style V5 registration document.

£400 - 600

€560 - 840

No Reserve

304

**C.1954 JAMES 98CC COMET**

Frame no. 797 34990 Engine no. J1100 1281

The James Comet was introduced in 1948, remaining in production in various configurations until finally phased out in 1964. Equipped with telescopic forks and plunger type rear suspension, and fitted with a 2-speed Series 4F Villiers engine, these machines were very popular with contemporary commuters seeking an economical form of transport. Reported as built-up from spares, by a mechanic at Tony Cooper's dealership in the West Midlands, the James is offered in virtually complete and original condition, and should prove a worthwhile restoration exercise given the ready availability of parts. Despite having been dry stored for the last 15 years the clutch is free, and the motor turns. Offered without documents.

£400 - 600

€560 - 840

No Reserve



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305



307



306



308

305

#### **C.1959 F.B. MONDIAL 125CC**

From the start of motorcycle manufacturing in 1948 F.B. (that's Fratelli Boselli) Mondial enjoyed an excellent reputation, producing dozens of different ohv and ohc models – in short production runs – while Ducati and MV Agusta were still making mundane 2-strokes. Imported without any known history or documentation from Italy for restoration some 20 years ago, the vendor is anxious the untouched machine should pass to a sympathetic owner with the skill and enthusiasm it clearly warrants. This model is almost certainly a Champion Lusso machine, and likely one of the Bologna firm's last bikes to be fitted with the factory's own motor, for Mondial began fitting proprietary engines from 1960 onwards.

**£800 - 1,200**

**€1,100 - 1,700**

**No Reserve**

306

#### **1949 BROCKHOUSE 98CC CORGI MKII PROJECT**

Registration no. KYD 212 Frame no. 1201Y Engine no. W 20922  
A development of the wartime Welbike, the Corgi first appeared in 1948. Manufactured by Brockhouse Engineering, of Southport, it was powered by an Excelsior Spryt 98cc two-stroke single. A kick-starter and dog clutch were soon introduced on the Mark II version and then for 1949 a two-speed gearbox and telescopic forks became available as options. This un-restored example was used by the first owner from 1949 to 1956. The current (second) owner purchased the Corgi in 1963 and put it back on the road, as evidenced by the MoT certificate on file. That same year it stopped with an unknown fault and has been stored since then. A BSA flywheel magneto, points and cover were fitted in 1963 but the originals were retained and are included in the sale. Offered for restoration and sold strictly as viewed, the machine comes with an old-style logbook.

**£400 - 600**

**€560 - 840**

**No Reserve**

307

#### **C.1940 STEIB WEHRMACHT W K-RAD B2 SIDECAR**

Makers No: ST 143930

Immortalised in films of the Second World-war, the BMW / Zundapp R75 was the Wehrmacht's equivalent to the Willys 'Jeep' and utilised a special sidecar with the R75's rear-drive unit coupling to the sidecar wheel, giving two-wheel drive. Interchangeability between the machines and the three sidecar types ensured that numbers survived to fight another day. Original examples of the motorcycle, or its sidecar, are now rare, the sidecars particularly so. This Steib is an authentic original, in patinated but solid and complete condition and has two splined driving wheels. Its identification numbers remain intact, signifying its c.1940 date and type. Requiring full restoration, the sidecar would be suitable for pairing to a BMW R75 motorcycle.

**£1,000 - 1,500**

**€1,400 - 2,100**

**No Reserve**

308

#### **1955 SUNBEAM 489CC S8**

Registration no. LBU 431 Frame no. 7700 Engine no. S8 12573  
A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber-mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. In the current ownership since October 2011, this S8 is described as in generally good running order, benefiting from an engine to-end overhaul, rebuilt dynamo and new front tyre. The machine is offered with a V5C document.

**£3,000 - 4,000**

**€4,200 - 5,600**

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



309



311



310



312

309

**1949 EMC 345CC**

Registration no. UMH 145 Frame no. 004 Engine no. 004  
 Dr Josef Ehrlich, a gifted engineer who had arrived in Britain from his native Vienna in 1937, founded EMC - Ehrlich Motorcycle Company - in 1946. He was a devotee of the two-stroke engine. Launched in 1947, the 345cc EMC roadster boasted a duplex-loop frame with forged bronze backbone, a Dowty Oleomatic telescopic front fork and four-speed Burman gearbox. Despite respectable speed, acceptable economy and competitive pricing, the EMC did not find favour with a conservatively inclined motorcycling public yet remained catalogued until 1953 when the firm was wound up. This EMC split-single had been in long-term ownership (1974-2010) prior to its purchase by the current vendor in April 2011. Described as very original and in good working order, with excellent engine, this rare machine is offered with its original buff and green logbooks, current MoT certificate, V5C document, EMC instruction leaflets and some correspondence.  
**£3,000 - 3,500**  
**€4,200 - 4,900**

310

**C.1955 BSA-YAMAHA 499CC 'GOLD STAR' SPECIAL**

Registration no. 312 YUC Frame no. CA7 7198  
 Engine no. 48T 057027  
 In the early 1990s a consortium revived BSA and also reintroduced the much-missed Gold Star using Yamaha's SR400 engine in a set of 'café racer' style cycle parts. It was soon followed by a 499cc version using the Yamaha SR500 engine. Alan Brown Engineering, builders of the 'Gold Star' special offered here, took a different approach, installing a 500cc Yamaha engine in a genuine BSA chassis, that of an A7/A10 twin. Genuine Gold Star parts include the fuel tank, front brake, silencer, instruments and mudguards, while the Yamaha motor has been converted to right-hand gearchange to suit those used to the 'British' arrangement. Few would disagree that the result is most successful and looks every inch a factory-built product. Completed in 1999 and used on Oxford Section VMCC meetings and runs, the machine is described as in generally good condition and comes with a V5C document. It should be noted that there is no rev counter inner drive cable fitted.  
**£4,500 - 5,500**  
**€6,300 - 7,700**

311

**1983 FANTIC 300CC TRIALS**

Frame no. TBA Engine no. TBA  
 Fantic was a relatively late starter in the trials world compared with Bultaco, Montesa, and Ossa, but after World Champion Thierry Michaud won three SSDTs between 1984 and 1986 – and Steve Saunders gained two similarly-mounted victories in 1988/99 – the Italian manufacturer needs no further introduction. The vendor states that after competing in two trials in 2013 his red and black Fantic has subsequently "remained in the garage, unused". He also confirms that various key components such as tyres, sprockets, fork stanchions, levers etc, are in "pretty decent condition" and that the machine is an "easy starter". It should be noted that 1983 was the last year in which Fantic produced a twin-shock model. Offered without documents.  
**£1,200 - 1,600**  
**€1,700 - 2,200**  
**No Reserve**

312

**1967 TRIUMPH 200CC COMERFORDS TRIALS CUB**

Registration no. SPF 139F Frame no. T20M 7402  
 Engine no. T20M 7402  
 It didn't take long after its intro as a highway model for the Cub to start making a mark in Trials, exemplified by Roy Peplow's magnificent win in the 1959 Scottish Six Days. Consistently popular in period with private owners there were always various improvements available on the market, if not from one single source, and today's situation is better still. Comerfords finally solved the problem in 1967 with a much-in-demand production run of their own version, albeit the total build was reputedly less than 100 machines. SPF has only recently been refurbished on a no-expense-spared basis, incorporating dozens of new items, soon after which the enthusiast owner unfortunately suffered with his health. It should be noted that the parts replaced will accompany the bike; likewise an MOT, Dating Certificate, old style log book and the V5C.  
**£5,000 - 6,000**  
**€7,000 - 8,400**

Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



313



315



314



316

313

**1930 SUNBEAM 493CC MODEL 9**

Registration no. VX 3433  
 Frame no. D7409  
 Engine no. LL4178

First registered on 30th January 1930, this Vintage-era Sunbeam Model 9 has the twin-port cylinder head favoured at that time and looks particularly handsome with its twin exhausts. 'VX 3433' was acquired by the lady vendor's late husband in 1962. It was used on VMCC events such as the Banbury Run and Blairgowrie, and was last taxed in 1981. Carefully stored since then, it starts first kick (once the starting procedure is mastered), runs well and was ridden only a couple of months ago. Described by the private vendor as in generally good condition, the machine is offered with an old-style logbook, old/current V5/V5C documents and an expired tax disc (October 1981).

**£5,000 - 6,000**  
**€7,000 - 8,400**

314

**1928 ROYAL ENFIELD 350CC SPORTS**

Registration no. LSK 920  
 Frame no. 3493  
 Engine no. 4651L

Acquired by the current vendor in 2001, this rare overhead-valve Vintage-era Enfield benefits from a rebuilt engine and overhauled carburettor (see bill and correspondence on file). These works were carried out in 2006, since when the machine has covered only some 50 miles on short runs. We are advised that the tank paintwork is original and that the frame and cycle parts have been hand painted over the years. Presented in running condition, 'LSK 920' would make an excellent candidate for restoration or alternatively could be left untouched to preserve its 'oily rag' charm. A spare 1930 engine (described as not fully compatible but good for spares) is included in the sale and the machine also comes with a V5C registration document.

**£3,000 - 3,500**  
**€4,200 - 4,900**

315

**1928 AKD 174CC MODEL 10**

Registration no. UT 3695 Frame no. 5215 Engine no. M572

This ultra-rare Vintage-era lightweight was manufactured by the Abingdon King Dick company of Tyseley, Birmingham, a firm whose name is more readily associated with high-quality tools. The Model 10 formed part of AKD's all-new range introduced for 1927 and was powered by a 174cc overhead-valve engine, supplied by the Swiss Moser company, which drove via a three-speed Albion gearbox. This engine was also used by Rex Acme, though AKD's literature describes it as their own Abingdon 'King Dick' unit. The machine was restored prior to being inherited from his uncle by the current vendor, and it is not known when it was last used, though it was entered in the VMCC's TT Week Vintage Assembly in 1981 (programme on file). Re-commissioning and the customary safety checks will be required before it returns to the road. Accompanying documentation consists of a selection of 'before restoration' photographs, an old-style continuation logbook (issued 1934), ten old tax discs (1930-1934) and assorted correspondence.

**£4,000 - 6,000**  
**€5,600 - 8,400**

316

**1913 J.E.S. 116CC MODEL A**

Registration no. SV 6864 Frame no. 2-513 Engine no. 513

Founded in Gloucester in 1910, J.E.S. was a contemporary of Shaw and Cotton, the town's two other motorcycle manufacturers, and according to Tragatsch was building 116cc and 189cc overhead-valve engine machines prior to WWI. By 1914 the J.E.S. range consisted of the Model A with 116cc vertical engine, which remained its sole offering until 1919. When the firm closed its doors in 1924 the workforce was recruited by neighbours Cotton. The current vendor acquired this J.E.S. from Tony Brown, the VMCC's marque specialist, in 2001 and since then has used it for several Pioneer and Banbury Runs, the engine showing no sign of overheating despite damaged cooling fins. There is a spare cylinder with fins intact included in the sale together with a quantity of other spares. The magneto was reconditioned ten years ago and it should be noted that the carburettor and pedal cranks are of later origin (originals included in sale). Accompanying documentation consists of a Pioneer Certificate, V5C document and a quantity of expired MoTs.

**£3,500 - 4,000**  
**€4,900 - 5,600**

317

## 1916/17 MATCHLESS-VICKERS 8B2/M RUSSIAN MILITARY MOTORCYCLE COMBINATION

Registration no. FX 4289

Frame no. 557M

Engine no. M63674



'Powerful, Reliable, Silent and Distinctive - The Combination you will Select After the War.' – Matchless.

Following the outbreak of The Great War in August 1914, the British Army's demand for motorcycles for despatch and other purposes increased exponentially. The rationale of standardisation saw the majority of solo machines sourced from Douglas and Triumph, while Clyno supplied most of the Motor Machine Gun Corps' outfits, with contributions from Scott and P&M. Matchless, Royal Enfield, Rudge-Whitworth and Sunbeam and numerous other manufacturers also supplied machines to the British Armed Forces and those of its allies, principally Russia, which had no domestic motorcycle manufacturing industry worth mentioning. After the Russian Revolution of October 1917 and the country's withdrawal from the war, shipments of motorcycles remained piled up at ports, and after the cessation of hostilities many were bought back by their manufacturers to supply an eager civilian market.

The machine offered here was part of an order for 250 placed in 1916/1917. In its edition of 14th June 1917, The Motor Cycle published an illustrated article about the new 8hp JAP-engined Matchless combination ordered by the Russian government. Another TMC article, this one dated 29th May 1919, reports on a government auction of unused machines, remarking that 'a Matchless and sidecar fetched sixty-one guineas, and really was a bargain according to that day's prices.' Copies of both these articles may be found in the history file together with other photocopied press cuttings and contemporary advertisements.

After the war's end this Matchless outfit was sold, and on 3rd January 1919 was registered for the road for the first time (as 'FX 4289') to one Edward Foster in Dorchester (copy registration record on file). Nothing is known of its subsequent history until the current owner purchased 'FX 4289' in 1998. Being a member of The Great War Society Living History Group, as well as a time-served mechanical craftsman and professional engineer, he decided to return the Matchless to its original military specification, a task aided by the fact that the previous owner had already purchased a suitable Vickers machine gun and begun the restoration. The vendor reports that the machine's remarkably original condition suggested that it must have been dry stored for at least 60 years.



FX 4289, Bovington Tank Museum

The rear mudguard, exhaust pipe, stands, rear mudguard, rack and number plates are original, as are the frame, JAP engine, gearbox, wheel and forks. The spokes and tyres have been replaced, as has the front mudguard, while the saddle has been recovered in leather. The Jones magneto has been overhauled by Dave Lindsley, who reckoned it was one of the best magnetos he had ever seen.

The Vickers machine gun was made at Maxim's original factory at Crayford in 1917. It is deactivated but is cockable, and has moving parts as per the early deactivation specification (certificate on file). The gun is mountable for forward and rearward firing, plus it can be located in an anti-aircraft mount at two different heights. The gun mounts, ammunition boxes, A-A mounts and shield plus the ammunition box carrier have all been accurately reproduced by the current owner, based on originals. The spare wheel is fully interchangeable. Rebuilt with new valves, valve guides and springs, the 85.5x85mm 976cc 8hp JAP engine is stamped 'war prophet' on top of the crankcases. There is no corrosion or pitting of the aluminium, and the cast iron barrel fins are good. An original Sphinx spark plug is fitted.

The Matchless outfit has been shown at Bovington Tank Museum 'tank-fests' plus several other prestigious military and commemorative events, and has often carried three men plus the gun and ammunition with ease. It has also featured in various publications. 'FX 4289' is the only known Russian-order Matchless-JAP surviving from the Great War period, and one of only three such machine-gun outfits in the UK, the others being Clyno combinations owned by museums. Offered with the aforementioned history file and V5C registration document, this unique WWI Matchless would be welcome at any gathering of Vintage-era motorcycles or military vehicles.

**£25,000 - 30,000**  
**£35,000 - 42,000**

**C.1913 INDIAN 7HP BIG TWIN**

Registration no. SV 4990

Engine no. 72E712

- *Indian's innovative, leaf-sprung, swinging-arm frame*
- *C.35 years in current ownership*
- *Presented in cosmetically good condition*



Oscar Hedstrom and Oliver Hendee, both active in the cycle racing world, got together to found the Hendee Manufacturing Company and build the first prototype Indian motorcycle in 1901. That first Indian single proved immensely successful and would provide the basis for the first of the powerful, large-capacity v-twins for which the marque is best remembered. Indian's first, 38.61ci (633cc) v-twin appeared in 1907 and for the following year was updated with mechanical inlet valves. The twin's rear cylinder continued to form part of the frame until 1909 when a loop frame of the type favoured by rivals Harley-Davidson was adopted. The Springfield company's first 'Big Twin' debuted that same year displacing 60.32ci (988cc). In 1911 Indian broke new ground yet again with their ohv four-valves-per-cylinder racers, and then in 1913 the Big Twin was up-dated with Indian's innovative, leaf-sprung, swinging-arm frame. At the end of 1915 the Big Twin (by this time equipped with a three-speed countershaft gearbox and displacing 998cc) was superseded by a new 'flat head' v-twin - the Powerplus - thus bringing to an end a noble line.

This Indian twin was found by the vendor circa 1980, at which time it was described as complete but in need of total restoration. The rebuild was undertaken over the next 14 years as a 'part time project', finishing in 1994. Most work was carried out by the vendor; the exceptions being a re-manufactured fuel tank and wheel rims, which were too dilapidated to safely re-use. Restoration photographs are on file.

Due to circumstances beyond his control, the vendor has been unable to complete the rebuild or test the machine, which has remained unfinished and unused since 1994. Prospective purchasers must satisfy themselves with regard to its condition before bidding.

On file is correspondence with the DVLA dating back to 1994 when the vendor applied for a registration number. As Indians did not have frame numbers in period, the DVLA incorrectly dated the machine from the (1915) gearbox, number ('91D48'), which was used as the frame number. This gearbox has since been replaced with a correct 1913 unit. It should also be noted that the date letter code 'E' on the crankcase appears distorted. Further DVLA correspondence is on file dated January 2015 regarding the correction of their error.

Obviously, the original inspection had implications for obtaining a dating certificate. A Pioneer Certificate has been applied for but the result of the application is as yet unknown. Presented in cosmetically good condition and apparently complete, this very pretty Indian twin should require only relatively minor fettling and finishing before use.

**£18,000 - 20,000**

**€25,000 - 28,000**

319

## 1932 SUNBEAM 493CC MODEL 9

Registration no. 792 UXN

Frame no. D12593

- Restored between 2005-2007
- Reconditioned magneto and carburettor
- New exhaust pipes and silencers
- Three speed Sturmey Archer gearbox



Having originally manufactured bicycles in the late nineteenth century, Sunbeam, in common with many bicycle makers of the period, metamorphosed into motorcycle manufacturing under the guidance of John Marston. After an initial flirtation with the idea of motor car production, it was decided that powered two-wheeled transport was the future. Motor cycle manufacture commenced around 1912 with the quality of finish which had become the hallmark of their bicycle creations. Their entry into the market was innovative, featuring a two-speed countershaft gearbox, a lever operated clutch, and enclosed primary and final drives via chains.

The early machines acquitted themselves with honour in competition, albeit without exceptional distinction prior to the Great War. Between the wars, however, in the skilled hands of exponents such as Alec Bennett, Charles Dodson and the legendary rider and tuner George Dance, Sunbeam advanced their reputation in leaps and bounds, both in trials and road racing. With victories in the Senior TT in 1920, 1922, 1928 and 1929, racing success created greater demand for their products and by the early thirties Sunbeam were lauded as producers of one of the 'quality' sporting machines of the day.

Purchased by the vendor in 2007, 792 UXN had been restored by the immediately preceding owner during 2005 to 2007. The magdyno had been reconditioned, as had the carburettor.

The engine had been rebuilt with new valve seats (the exhaust one to suit unleaded fuel), new valves and guides, new oil pump gears, the cylinder barrel re-bored and new piston fitted. The front forks were re-bushed with new spindles, and the whole machine was repainted. A new twin exhaust system, both pipes and silencers, were sourced and fitted.

Following acquisition, the owner used the Sunbeam every year, although the amount of use has dwindled in recent years. The machine has required only normal maintenance plus a few minor jobs, benefiting from a new chain and a tap on the oil supply line to prevent wet-sumping. A Smiths clock was fitted to the petrol tank panel. In 2009 the magneto failed and was reconditioned by FTW. The rear stand broke, but the owner has obtained a new rear stand which he intends to have fitted in time for the sale. This handsome twin-port single should be capable of use by the new owner with only normal maintenance. One unusual feature of the machine is the three-speed Sturmey Archer gearbox. This modification is not uncommon, both in period and since, in an attempt to improve gearchanges.

Accompanying paperwork consists of a V5C document; expired MoTs, a list of restoration work carried out by the previous owner, the vendor's purchase receipt together with sundry invoices and receipts relating to the restoration work.

**£7,000 - 8,500**  
**€9,800 - 12,000**



320

*Property of a deceased's estate*

**1939 ARIEL 996CC MODEL 4G SQUARE FOUR**

Registration no. EFJ 691

Frame no. AX154

Engine no. DE191

Although launched as a '500', the Edward Turner-designed Square Four was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 996cc overhead-valve engine, making the 'Squariel' an even more enticing prospect for sidecarists. Anstey-link plunger rear suspension became an option in 1939, and is fitted to this machine, but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. 'EFJ 691' comes with an old-style continuation logbook (issued April 1958) showing that the immediately preceding private owner, acquired the Ariel in March 1978 although it is believed he purchased the machine some years prior. There are three previous owners listed. The deceased purchased the machine via a dealer in November 2009 (receipt on file) and there are also invoices for various re-commissioning works carried out early in 2010, including overhauling the dynamo. Last MoT'd to November 2011, the machine has been garage stored for the last few years and will require re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of the aforementioned logbook and purchase receipt, two expired MoT certificates, and old/current V5C registration documents.

**£12,000 - 16,000**

**€17,000 - 22,000**



321

**1936 NORTON 490CC MODEL 18**

Registration no. OSL 339

Frame no. 58498

Engine no. 62253

After debuting on the racetrack, a road-going version of Norton's new overhead-valve roadster - the Model 18 - was catalogued for 1923, quickly establishing a reputation for both speed and reliability. The Model 18 retained its essentially Vintage characteristics until 1931 when the range was extensively redesigned, dry-sump lubrication and a rear-mounted magneto being standardised. There were numerous improvements made to the engine throughout the 1930s, while Norton's own four-speed foot-change gearbox replaced the old Sturmey Archer in 1935. This Model 18 was restored by Norton specialist Les Belcher in 2000 and since then has only been used for Oxford Section VMCC meetings and runs. It has the wide hubs with enclosed wheel bearings, a feature now rare. A 'Brooklands Can' silencer and total loss lighting (using a 6-volt gel battery) are the only notified deviations from factory specification. Described as in good condition and running well, the machine is offered with old/current V5/V5C registration documents and a quantity of expired tax discs and MoTs.

**£9,500 - 10,500**

**€13,000 - 15,000**





322<sup>N</sup>

**1938 BENELLI 500 VLC & VELOREX SIDECAR**

Frame no. 15638

Engine no. 586

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in Pesaro in 1911 by the six Benelli brothers, starting out as a general engineering firm repairing cars and motorcycles before turning to the manufacture of automotive and aircraft components in WWI. The firm diversified into the field of powered transport immediately after the war, offering a two-stroke 'clip-on' power unit for attachment to a bicycle, and it was this 98cc engine, installed in a purpose-built set of cycle parts, that was used for the first proper Benelli motorcycle of 1921. During the 1930s Benelli excelled on the racetrack, particularly in the '250' class, as well as manufacturing a wide range of roadster models in various capacities, at the top of which was a single-overhead-camshaft '500' featuring the then fashionable 'sloper' engine. Distinctly British in appearance, the overhead-cam Benellis were among the fastest Continental sports roadsters of their day. Offered here is one of Benelli's less exotic models: the 494cc 500 VL (for 'Valvole Laterale', Side Valve) which was introduced in the late 1930s and manufactured in civilian and military versions into the 1940s. Attached to a Velorex Sport Zambek sidecar, the machine was imported into Italy from Germany in 2002 and is offered with Italian registration papers.

**£10,000 - 14,000**

**€14,000 - 20,000**



323

**C.1941 INDIAN 500CC MODEL 741B SCOUT**

Registration no. KPF 699

Frame no. 741 4846

Engine no. CDA 22216

A smaller Indian v-twin model, the 37ci (600cc) Scout, joined the existing 1-litre Powerplus in 1920, to be followed by a 45ci (750cc) variant in 1927. Introduced in April 1928, the 101 Scout featured a revised 750cc sidevalve engine in a new frame and this sporting machine would prove an immense success for the firm, so much so that its replacement in 1931 by a heavier Chief-framed model was greeted with dismay. Introduced in 1934, the Sport Scout went some way towards retrieving the Scout's reputation, featuring a lighter frame and European-style girder forks. 30.5ci (500cc) and 45ci Scouts, designated Models 741B and 640B respectively, were produced for the Allied forces during WW2's early years before the US Army switched to the ubiquitous Jeep. This 741B Scout was first registered in 1946 and has had only two registered owners prior to the current (lady) vendor: her grandfather and father respectively. The machine has been restored, it is believed in the 1990s, and was last taxed for the road in 1997. It should be noted that the engine number appears to have been re-stamped (numbers beginning 'CDA' are those of the larger Chief model; 1941 Scout engine numbers should begin 'GDA'). Sold strictly as viewed, the machine is offered with a V5C document and a (reprinted) Operation and Maintenance Manual.

**£8,000 - 10,000**

**€11,000 - 14,000**



*The ex-works, Hugh Viney, ISDT Trophy-winning*

## 1953 AJS 498CC MODEL 20

Registration no. AJS 6

Frame no. 4608/C

Engine no. 53/20 17603

- 1953 International Six Days Trial (ISDT) Winning
- Taking Hugh Viney and Great Britain's Trophy Team to Victory
- Displayed with great pride at the Earls Court Motorcycle Show



Riding this wonderfully preserved machine, Hugh Viney, competitions manager at Associated Motor Cycles (AMC) and one of this country's best-ever trials riders, captained Great Britain's Trophy team to victory in the 1953 International Six Days Trial (ISDT), held that year in Czechoslovakia. Viney's team-mates represented the cream of British off-road talent, comprising Jim Alves (Triumph), Bob Manns (Matchless), Jack Stocker (Royal Enfield) and Johnny Brittain (Royal Enfield). It would be Britain's last win in the Trophy competition. Viney was pictured in the motorcycling press mounted on 'AJS 6' and a photograph of him riding it in the '53 ISDT was used for an AMC advertisement the following year, appearing on the front cover of 'Motor Cycling' (see copies of press cuttings on file). The distinctive registration, 'AJS 6', was one of a batch of 12 numbers, released by the Ross and Cromarty licensing authorities, which had been acquired by AMC, the machines being transported to Scotland for inspection.

Shortly after the ISDT, the team's bikes were displayed with great pride at the Earls Court Motorcycle Show. It was at this show that a family friend of the vendor, Albert 'Fletch' Fletcher placed an order with AMC for any one of the team's bikes and subsequently took delivery of Viney's, 'AJS 6'. Albert, who worked at the Renold Chains research and development department in Heald Green, Manchester was a keen weekend off-road rider and used the AJS frequently in local club competitions. However, due to some difficult personal circumstances, Albert reluctantly decided to part with 'AJS 6', which he sold to the vendor's father in 1964. The machine's new owner, who also worked at Renold Chains but at the Burnage factory in Manchester, was without transport at that time having recently parted with his beloved Velocette MSS in order to fund the purchase of a new house in Heald Green.

In 1976 'AJS 6' was restored for its owner by Geoff Allison of Paintwork Express in Wisbech, Cambridgeshire. The restoration was completed in 1978 using the original parts plus a new saddle and control levers, and rebuilt wheels and mudguards. Prior to restoration, the scrutineering marks recording Viney's 1953 competitor number, '286', were carefully traced and repainted later on the fork shroud. After completion the AJS spent some time in South Africa with its owner.



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'AJS 6' has been in the vendor's family now for some 50 years. With the recent passing of his father, the AJS has come into the vendor's possession and he has been riding it whenever an opportunity presents, reporting that it is a great runner and handles beautifully. Hugh Viney would doubtless be very proud to know that 'AJS 6' still has that magic even after 60-plus years. Presented in beautiful condition, this historic AJS is offered with the aforementioned press cuttings, AJS & Matchless OC dating letter, V5C document and the original logbook showing that it was first registered to Associated Motor Cycles. An absolute 'must have' for the serious AMC collector.

**£14,000 - 18,000**  
**€20,000 - 25,000**



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325

**1951 SUNBEAM 489CC S7**

Registration no. HRY 557

Frame no. 5305

Engine no. 7630

The Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer inspired by the pre-war BMW, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. This S7 was acquired by the current vendor in June 2013. The machine had already been restored by one of its previous owners, Jeremy Cooper, who had acquired it in December 1972 and is the last owner listed in the accompanying original logbook. Invoices on file appear to indicate that most of the work was carried out during the 1990s, and there are earlier bills present also. 'HRY 557' also come with a tax disc and MoT certificate (expired 2009) suggesting that this is when it was last on the road. Since acquisition by the vendor, the clutch has been serviced and the electrics overhauled with a new battery, spark plugs, ignition coil and points. Described by the private vendor as in generally very good condition, the machine is offered with the aforementioned documentation, old/current V5/V5C documents, some expired MoT certificates and a quantity of photocopied technical literature. Careful re-commissioning and the customary safety checks are advised before returning it to the road.

**£5,000 - 7,000**

**€7,000 - 9,800**



326

**1966 BMW 590CC R69S**

Registration no. KKR 424E

Frame no. 662490

Engine no. 662490

In the early 1950s BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts, the most notable departures from preceding practice being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. A luxury tourer capable of over 100mph, the R69 cost as much as a small family car and sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. The R50/69 were produced until the arrival of the slightly more powerful 'S' versions for 1961. The larger of these, the R69S, produced 42bhp and was good for a top speed of around 110mph. 'Luxury roadster with superb high-speed performance yet docile traffic manners; magnificent steering, roadholding and brakes,' was Motor Cycle magazine's verdict. The dealer's plaque on the rear mudguard reveals that this R69S was supplied new by Club Garage in Pretoria, South Africa (still a BMW franchise today). The machine was imported into the UK from South Africa in 1991. In February 2015 the engine was routinely dismantled and the oil slingers replaced by BMW specialists Stephen Scriminger Engine Developments prior to a fresh MOT. Described as standard and un-restored, the machine comes complete with Denfeld saddles, locking panniers, BMW tool kit, its original tyre pump and some small spares. We are advised that the recorded mileage of circa 28,143 is genuine. Accompanying documentation consists of old/current MoT certificates and old/current V5/V5C documents.

**£7,000 - 10,000**

**€9,800 - 14,000**



327

## 1937 NORTON 490CC CS1

Registration no. ERA 901

Frame no. 8585

Engine no. 82103

- *The CS1, the jewel in the crown of the Norton range, their first overhead camshaft model, introduced for the 1928 season*
- *All brightwork re-chromed*
- *New silencer fitted*



Norton burst onto the motorcycling scene in 1907 with a victory in the twin-cylinder class of the inaugural Isle of Man Tourist Trophy. Rem Fowler was the privateer rider on the Norton mount which was powered by a Peugeot v-twin engine. Despite having produced very few motorcycles prior to that time, the victory proved to be a pivotal moment in the company's history. This success spurred James Norton on to improve and expand motorcycle production and, whilst a second TT success would not follow until 1924, the die was cast, and the future for Norton was onward and upward. There followed, throughout the teens, twenties and thirties, a succession of sporting machinery leaving Bracebridge Street, in addition to more workaday mounts. The jewel in the crown of the Norton range was the CS1, their first overhead camshaft model, introduced for the 1928 season, which remained in the range until the outbreak of war in 1939.

ERA 901 was found in 2012 by the vendor's son who was working on a large Victorian house in Yorkshire. Engaged in conversation by the owner, the topic of discussion soon turned to motorcycles and, after an invitation to the shed to look at some parts, the son spotted the dismantled components of the Norton. It transpired that the householder had acquired the machine in 1960 intending to restore it, but had never progressed and was willing to sell. A telephone call to his Father found a willing enthusiast, and a deal was struck.

The vendor stripped the machine properly and repainted the cycle parts. The top end of the engine was stripped and rebuilt, the bottom end checked and found to be good. The gearbox was also in good working order. All brightwork was re-chromed, a new silencer fitted, wheels were rebuilt with new rims and spokes, new tyres and tubes were fitted, the magneto reconditioned, a new float chamber fitted and the whole bike thoroughly checked, and any problems found being rectified.

An extract from the factory records supplied by the Norton Owners Club confirms the date of despatch as 25th November 1937, effectively making it a 1938 model, and indicating that it was supplied to Hooleys of Nottingham for a customer in Derbyshire.

Accompanying paperwork comprises a current V5C document, the aforementioned NOC dating letter, two old road tax discs and sundry invoices / receipts related to the restoration work. Since completion, ERA 901 has been ridden by the owner on a few occasions, but not used on the road. Before taking to the road the successful bidder should carry out basic safety checks.

**£10,000 - 14,000**

**€14,000 - 20,000**



328

**C.1941 ARIEL 349CC W/NG**

Registration no. 620 XUY

Frame no. XG14160

Engine no. BH3335

Ariel had been manufacturing motorcycles from the beginning of the industry in the late nineteenth and early twentieth centuries, and during the 1930s its range consisted of single-cylinder versions, plus the radically different Square Four models. When the storm clouds of the Second World War loomed overhead, the government tasked Ariel, along with other manufacturers, to create motorcycles suitable for despatch riders, and it fell to Val Page, recently returned to the firm from BSA, to design it. He came up with the W/NG which was based on the overhead valve road-going 350, with aspects of the competition variants of the day. Purchased by the vendor in 2011, 620 XUY had been 'civilianised' at some time in its life, possibly when it was sold off in 1948, and was complete and mostly original, but requiring attention. The machine was dismantled and the cycle parts repainted. The top end of the engine was stripped and rebuilt, the bottom end checked and found to be good. The gearbox was also in good working order. All brightwork was re-chromed, a new exhaust system fitted, wheels were rebuilt with new rims and spokes, new tyres and tubes were fitted, the magneto reconditioned, and the whole bike thoroughly checked, with any problems found being rectified. Documentation consists of a current V5C, an old mot certificate, purchase invoice, and sundry restoration invoices/receipts. Since completion the machine has been used on the road on a number of occasions.

**£2,800 - 3,200**

**€3,900 - 4,500**



329

**1953 ARIEL 349CC NH RED HUNTER**

Registration no. YMK 136

Frame no. AS454

Engine no. XA370

When Ariel resumed production after the end of the Second World War, it was under new ownership, as Jack Sangster, who had saved the company from ruin in 1932, sold it to BSA in 1944. The post-war model range consisted of 5 models - two 350s, two 500s and the Square Four. The 350 models comprised the NG, which was effectively the military W/NG in civilian trim, and the NH Red Hunter which was a sportier version. Initially the models were produced with rigid frames and girder forks, but by 1947 the range was offered with telescopic forks and optional Anstey link rear suspension, remaining this way until the advent of the swinging arm frame for 1954. Purchased by the vendor in 2009, YMK 136 was complete and mostly original, but requiring attention. The machine was dismantled and the cycle parts repainted. The top end of the engine was stripped and rebuilt, new piston rings being fitted, the bottom end was checked and found to be good. The gearbox was also in good working order. All brightwork was re-chromed, a new exhaust system fitted, wheels were rebuilt with new spokes, new tyres and tubes were fitted, the rear brake was relined, and the whole bike thoroughly checked, with any problems found being rectified. Documentation consists of a current V5C, old mot certificates, and sundry restoration invoices/receipts. Since completion the machine has been used regularly on the road.

**£2,500 - 3,000**

**€3,500 - 4,200**



330

**1957 ARIEL 599CC VB**

Registration no. OVD 918

Frame no. APR8228

Engine no. AMC873

In 1954 Ariel introduced the swinging arm frame, which replaced the optional Anstey link frame used from 1947. This was not utilised on every model in the range, the exceptions being the Square Four, VB, and HT models. Unsurprisingly, for a machine intended for sidecar use, the VB was still offered as a rigid, with the link frame as an option. In 1955 the VB optional frame was changed to the swinging arm type before eventually, in 1956, it became swinging arm only. Purchased by the vendor in 2009, this VB is of the later swinging arm type, and was complete and mostly original, but requiring attention, as demonstrated by the 'before' photographs in the document file. The machine was dismantled and the cycle parts repainted. The top end of the engine was stripped and rebuilt, the bottom end was checked and found to be good. The gearbox was also in good working order. All brightwork was re-chromed, wheels were rechromed and rebuilt with new spokes, new tyres and tubes were fitted, the magneto reconditioned, the rear brake relined, the seat recovered, and the whole bike thoroughly checked, with any problems found being rectified. Documentation consists of a current V5C, RF60 Buff log book, the aforementioned photographs, and sundry restoration invoices/receipts. Since completion the machine has not been used on the road, so will need basic safety checks before use.

**£3,000 - 3,500**

**€4,200 - 4,900**



331

**1957 ARIEL 649CC FH HUNTMASTER**

Registration no. VTX 188

Frame no. APR8106

Engine no. MLF2362

Needing to produce a twin cylinder model to compete with the success of Triumph twins in the market place, Ariel designer Val Page created two 500 twins for the range in 1948, the KG and KH. Sometime later, again with market trends in mind, a larger twin, the 650cc FH Huntmaster was created for the 1954 season in an attempt to keep pace with other makers providing twins of the same capacity. Purchased by the vendor in 2008, this FH was complete and mostly original, but requiring attention. The machine was dismantled and the cycle parts repainted. The top end of the engine was stripped and rebuilt, the bottom end had been reconditioned by a previous owner and was good. The gearbox was also in good working order. All brightwork was re-chromed, wheels were rebuilt with new rims and stainless steel spokes, new tyres and tubes were fitted, new shock absorbers fitted, brakes relined, the seat recovered, and the whole bike thoroughly checked, with any problems found being rectified. The electrical system was upgraded to 12 Volts. Documentation consists of a current V5C, old mot certificates, and sundry restoration invoices/receipts. Since completion the machine has been used regularly on the road and is ready for use by a new owner.

**£3,500 - 4,000**

**€4,900 - 5,600**





332  
**1962 ARIEL 249CC ARROW SUPER SPORTS**

Registration no. 430DXU  
 Frame no. T28711G  
 Engine no. T28711G

The Arrow was a slimmed-down version of the Leader. Announced at the end of 1959 for the 1960 model year, and with a reduction in weight from the Leader, it was consequently nippier than its sibling. Further improvements in performance were incorporated early in 1961 for the new addition to the range – the Arrow Super Sports. The Sports model benefited from a larger carburettor and was claimed to be good for an extra 8 to 10 mph over the standard Arrow. According to Ariel the ‘Golden’ Arrow had ‘youth built into every line, a machine for the real enthusiast’. Purchased by the vendor in 2010, this Arrow Super Sports was complete and running, but required attention cosmetically. The engine top end was stripped and rebuilt with new Suzuki piston rings, the gearbox and bottom end of the motor were good, and therefore untouched. The rest of the machine was dismantled and the cycle parts repainted. All brightwork and wheel rims were re-chromed, wheels were rebuilt with new spokes, the seat recovered, and the whole bike thoroughly checked, with any problems being rectified. Documentation comprises a current V5C, sundry restoration receipts, and the original RF60 buff log book which records that it was supplied to Pride and Clarke Ltd. in London, where it spent much of its early life.. Since completion the machine has been used on the road only a few times.

**£2,000 - 3,000**  
**€2,800 - 4,200**



333  
**1960 ARIEL 249CC LEADER**

Registration no. KSK 468  
 Frame no. T13163A  
 Engine no. T13163A

Jumping on the bandwagon of the trend for scooters, and enclosures generally, had the added attraction for Ariel of the possibility of lower production costs due to the use of pressed steel parts and the consequent savings they may provide. From this standpoint it is easy to see the logic behind the development of the Leader. Designed, as many before, by Val Page, it was released to the press in 1958, and was a revelation to all with an interest in the industry. Fitted as standard with a screen, there was a range of optional extras available to the purchaser, from indicators to panniers and beyond. Purchased by the vendor in 2009, the Leader was complete and running, but required attention cosmetically. The engine/gearbox unit had been rebuilt by the previous owner and was therefore left untouched. The rest of the machine was dismantled and the cycle parts repainted. All brightwork was re-chromed, wheel rims were rechromed and rebuilt with new spokes, a new screen fitted, and the whole bike thoroughly checked, with any problems found being rectified. A Pazon electronic ignition system is fitted. It should be noted that the machine is fitted with the original steel panniers. Documentation consists of a current V5C, the vendor's purchase receipt, old mot certificates, ignition system instructions, and sundry restoration invoices/receipts. Since completion the machine has been used on the road a number of times.

**£2,000 - 3,000**  
**€2,800 - 4,200**





334

**1942 TRIUMPH 349CC 3HW**

Registration no. HXE 813

Frame no. TL33482

Engine no. 3HW43482

During the course of the Second World War Triumph were to make several different models for the armed forces. Single cylinder models consisted of the side valve 3SW and 5SW, together with the overhead valve 3HW. The singles were based on the designs of Val Page and the 3HW had similarities to the pre-war 3H and Tiger 80 but differed in details such as the integral rocker box. Proving to be a reliable mount with moderate performance ensured that, after the conflict, many were 'civilianised' and used for daily transport. Purchased by the vendor in 2012, HXE 813 is one such machine. Already converted from its military garb when arriving in the present ownership, it was complete and running, but required attention. The engine was stripped and checked, and found to be in need of a new big end assembly, which was obtained and fitted. The rest of the machine was dismantled and the cycle parts repainted. All brightwork was re-chromed, wheel rims were painted and rebuilt with new spokes, new tyres and tubes fitted, brakes relined, and the whole bike thoroughly checked, with any problems found being rectified. Documentation consists of a current V5C, the previous owner's purchase receipt from 1985, old mot certificates, an original military rider's handbook, and sundry restoration invoices/receipts. Since completion the machine has been run several times, but not used; it will therefore require safety checks prior to use.

**£3,200 - 3,500**

**€4,500 - 4,900**



335

**1959 DKW 197CC RT 200VS**

Registration no. WLX 985

Frame no. 4559-2177

Engine no. 47075670

DKW was alternatively known as either Dampf Kraft Wagen or Der Knabische Wunsche. The former being the name of founder Jorgen Ramussen's original steam engine, and the latter 'the schoolboy's dream'. After producing illustrious performance machinery before the war, they made the RT125 during the war (which was later to be copied as the BSA Bantam), along with others for military use. They were able to restart production post-war in 1949, when the RT125 made a return. Other models followed, including a 200, and eventually a sports version, the RT200S. Later, this became the RT200VS when Earles forks were added. Purchased by the vendor in 2013, WLX 985 was complete, but required attention. The engine unit had a top end strip and was found to be in good condition. The rest of the machine was dismantled and the cycle parts repainted. All brightwork was re-chromed, wheel rims were painted and rebuilt with new spokes, the seat recovered, rear shock absorber rebuilt, and the whole bike thoroughly checked. A new old stock petrol tank was sourced and fitted, together with a stainless steel exhaust and a non-standard ignition switch. Documentation consists of a current V5C, old mot certificates, and miscellaneous papers and receipts, plus some old 'before' photographs. Since completion the machine has been used on the road a number of times.

**£2,000 - 2,500**

**€2,800 - 3,500**





336

**1963 TRITON 650CC 'CAFÉ RACER'**

Registration no. AFM 718A

Frame no. 18 100605

Engine no. T120 030280

The Triton offered here consists of a 1960 'pre-unit' Bonneville engine and the Featherbed frame from one of Norton's 650cc models. Other noteworthy features include twin Amal Concentric carburettors, Norton gearbox, Tony Hayward belt primary drive, alloy wheel rims, Hagon shock absorbers, bespoke stainless exhaust system (by Nick Paravani) and what appears to be a double-sided Grimeca front brake. 'AFM 718A' was already a Triton, albeit very scruffy and of inferior specification, when it was acquired in 2009 by the late Derek Wilkinson, who painstakingly transformed it into the concours-winning machine it is today. The current vendor's father-in-law, Derek was a highly accomplished engineer who worked for Lotus Cars for 38 years, first for their Formula 1 team and then for the company's renowned Prototypes Division. A lifelong motorcycle enthusiast, he retired in 2006 and began restoring bikes as a hobby, including a Honda Benly that won a national award. His two-page account of the Triton's rebuild, published in the Triton Owners Club's newsletter, makes fascinating reading (recommended). Derek completed the rebuild in 2012 but, sadly, lost his battle with cancer and passed away soon after, though he did have the satisfaction of seeing it take 'Best in Show' awards at both the Thetford and Wimbotsham Fenman classic bike shows. Described by the vendor as in generally excellent condition, this unique award-winning Triton is offered with V5C registration document.

**£8,000 - 9,000**

**€11,000 - 13,000**



337

**1984 YAMAHA XJ750 SECA**

Registration no. B294 KPC

Frame no. 11M-002278

Engine no. 11M-002278

Newly introduced for 1981, the Yamaha XJ750 Seca was basically a stretched version of the preceding XJ650, a model that had benefited from considerable input from European motorcyclists, relayed back to Japan via Yamaha Motor NV in Holland. The result was an accomplished, light-middleweight all-rounder possessing maintenance-free shaft drive (one of the best of its day), a comfortable ride, accurate steering, secure handling and strong brakes. Only the four-cylinder engine came in for criticism that it was too peaky and insufficiently economical, shortcomings Yamaha addressed a couple of years later by introducing its YICS linked induction system that was also applied to the XJ550 and 750 Seca. Bike magazine managed to coax a top speed of 120.9mph out of a Seca in 1982 (other tests achieved higher speeds) and achieved an overall fuel consumption 37 miles per gallon, a figure acknowledged as improvable on. This example has not been used since it was treated to a full 'last nut and bolt' restoration in 2013, with no part left untouched. Described by the vendor as in generally excellent condition, this collectible classic Yamaha is offered with two old MoT certificates (most recent expired February 2014) and V5C registration document.

**£2,000 - 3,000**

**€2,800 - 4,200**



Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



338



340



339



341

338  
**1979 YAMAHA XS750**

Registration no. PJR 732R Frame no. IT500 7651 Engine no. 7651  
Japan's four main motorcycle manufacturers were each producing a fine 'superbike' by the mid-1970s; e.g. Honda's CB, Kawasaki's Z-range, Suzuki's GS, and Yamaha their XS. It was about three years ago that the vendor, a lifelong motorcycle service engineer who currently prepares 4-cylinder engines for sidecar road racing, completed an extensive rebuild of PJR, a labour of love which included a split of the crankcases. Since back on its wheels the machine has simply been ridden on a 'running in' basis. A current lack of workshop space now prompts its disposal. While the machine's road fund License has expired, the MOT Certificate is valid until June 19th 2015. Following the necessary mechanical checks, plus fuel, the original spec XS is ready to ride. Offered with V5C.

**£1,200 - 1,600**

**€1,700 - 2,200**

**No Reserve**

339  
**1977 MOTO GUZZI 850CC LE MANS MARK I**

Registration no. LUY 935N Frame no. 74125 Engine no. VE74125  
Described by Bike magazine as 'the sleekest, horniest thing you've ever seen on two wheels', the Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. Without doubt one of the definitive superbikes of the 1970s and today highly collectible. Sold new in the USA, this 'Mark I' Le Mans was imported into the UK by the first owner and registered here in July 1987. The current vendor, who acquired the machine in 2001, is only its second owner. We are advised that the machine has not required any work other than annual servicing, MoT, tyres, etc. The front master cylinder has been replaced with one from a Mark II (original retained) and Koni shock absorbers and braided steel brake hoses fitted. Described by the private vendor as in generally good original condition, the machine is offered with copies of original US documents, two expired MoT certificates and an old-style V5C document.

**£4,000 - 5,000**

**€5,600 - 7,000**

340  
**1975 NORTON COMMANDO SPECIAL**

Registration no. HGA 227N Frame no. F111554  
Engine no. 20M3S 111554 (see text)  
Dating from 1975, the Commando offered here has been rebuilt in the earlier 'Fastback' style complete with drum front brake, seat cowl and '750' decals. The engine is of the later 750cc type (20MS3, points in timing cover) though it should be noted that it has not been possible to verify the actual cubic capacity. The V5C incorrectly records the latter as 850cc,. Importantly, it should be noted that the engine number has been mistakenly re-stamped to match the frame number. When Commando frame numbering switched to an 'F' prefix in 1974 (beginning F1\*\*\*\*) the engine numbering continued as before (beginning with a '3' by this time) so from this point onwards frame and engine numbers cease to be identical. Sold strictly as viewed, the machine is offered with the aforementioned V5C document and a quantity of restoration invoices. Buyers should satisfy themselves as to the date of manufacture, model and capacity of the machine prior to bidding.

**£3,000 - 4,000**

**€4,200 - 5,600**

**No Reserve**

341<sup>N</sup>  
*Single family ownership from new*  
**1964 HONDA 50CC CZ100 'MONKEY BIKE'**

Frame no. S001492 Engine no. B11329  
With the launch of the CZ100 in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car. The CZ100 offered here was purchased new by the current vendor's family in 1964. Restored in 2008, it currently displays a total of 3,630 kilometres (approximately 2,250 miles) on the odometer and we are advised that the previous odometer, which was replaced during restoration, showed in excess of 6,000 kilometres (approximately 3,700 miles) when removed. Described as in generally good/excellent condition, this early Honda monkey bike is offered without documents.

**£6,000 - 6,500**

**€8,400 - 9,100**



342

**1966 RICKMAN MÉTISSSE TRIUMPH 500CC SPECIAL**

Registration no. PYY 459D

Frame no. 881

Engine no. T100T 55698

The Rickman brothers - Don and Derek - were already established moto-cross stars when they built the first Métisse in 1959 and within a decade their company would grow to become one of the biggest and best-known independent motorcycle frame-makers. Both commenced their scrambles careers riding BSA Gold Stars, and the brothers' first 'special' consisted of a BSA duplex-loop frame, Triumph T100 engine, BSA gearbox and Norton forks. It was given the French name 'Métisse', which is roughly translatable as 'hybrid'. For the 1960 season two new Métisse MkII machines were constructed along broadly similar lines, before being superseded by the first Rickman-framed model - the Métisse MkIII - for 1961. An enormous success, the MkIII frame was produced in substantial quantities, proving a popular basis for large-capacity roadsters as well scrambles use. This most handsome special comes with Rickman Motorcycles' Certificate of Authenticity stating that it was completely built by them in July 1966. Restored by the current vendor between 2013 and 2015, it features a pre-unit all-alloy Tiger/Trophy engine, BSA gearbox, modified BSA primary chain case, and a Bob Newby belt primary drive with alloy clutch basket. The engine has been built for racing, incorporating modified valves, welded-on twin-carburettor inlet stubs, racing camshafts and lightened timing pinions. Other noteworthy features include new alloy fuel tank, new plastics, twin Amal Concentric carburettors, hand-made stainless exhaust system, and a painted frame. The machine is offered with a V5C document and 'daylight' MoT to December 2015.

**£4,500 - 6,000**

**€6,300 - 8,400**



344

**1962 ARIEL 247CC ARROW SUPER SPORTS**

Registration no. USK 209

Frame no. T29830G

Engine no. T29830G

The Ariel Leader, and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Announced in 1959, the Arrow dispensed with the Leader's enclosure panels and weather protection while remaining mechanically virtually identical. The Arrow was revised for 1961, gaining squish-band, centre-plug cylinder heads, and a third model - the Arrow Super Sports, universally referred to as the Golden Arrow after its distinctive colour scheme - was added at the same time. This beautiful Arrow Super Sports was restored, including a full engine rebuild, by the Ariel Owners' Club chairman and marque specialist John Ellis, and since acquisition by the current vendor has formed part of his private collection and been used sparingly. Described as in generally good condition, the machine comes with an extensive history file, V5C document and MoT to April 2016.

**£3,000 - 4,000**

**€4,200 - 5,600**



345

## 1962 BSA 650CC ROCKET GOLD STAR

Registration no. 951 AAM

Frame no. GA10 155

Engine no. DA10 R 7016

- Effectively a 'two-owner' motorcycle
- Widely recognised as one of the most desirable of all factory built 'café racers'
- Around 1,800 made and today genuine examples are highly sought after
- Fully restored 1987/88



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. For some reason best known to BSA the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Around 1,800 were made over a two-year period and today genuine examples are highly sought after.

This BSA Rocket Gold Star was purchased new by the immediately preceding owner's late brother from Pankhurst's Salisbury branch in April 1962. The original receipt, complete with 3d stamp, shows a payment of £328 18s 3d. A mobile plant engineer, the owner used it for travelling for many years until deciding it should be stored pending a complete rebuild. He undertook this task in 1987/88, adhering closely to the original specification. After being restored to pristine condition, the RGS was not ridden on the highway, although it was displayed and ridden in appropriate parades including Dorset's Great Steam Fair and/or Netley Marsh. It is perhaps no surprise that on its first appearance at Blandford it won the Organiser's Shield for 'Best Restoration'.

The current vendor purchased '951 AAM' at Bonhams' Oxford Sale on June 2010 (Lot 140), since when it has formed part of his private collection and been used sparingly. In Clubman trim when bought, it was converted by Mick Hemmings to touring trim but comes with all the removed Clubman parts: headlamp brackets, clip-ons, etc.

Effectively a 'two-owner' motorcycle, the machine is offered with the original Instruction Manual; numerous factory Service Sheets; original RF 60 logbook; current V5C document; MoT to 15th July 2015; correspondence from the BSAOC's librarian, Owen Wright, confirming that it was the 55th produced; and an April 1988 letter from the DVLA authenticating the registration mark. It should be noted that the logbook states the frame number as 'DA10 155', although it is clearly stamped on the machine as 'GA10 155'. The machine is offered with several original parts including exhaust pipes, an oil tank and toolbox, a rear hub, a cylinder barrel, etc.

**£17,000 - 20,000**  
**£24,000 - 28,000**

**1961 TRIUMPH 649CC T120 BONNEVILLE**

Registration no. NO. 244 UXO

Frame no. D15433

Engine no. T120 D15433

- Extensive restoration 2004/2005 including re-bore, wheel building with stainless rims and spokes by SRM; refurbished forks; 12-volt 'Power Box' electrics; and new exhaust down-pipes and silencers, paintwork entrusted to Ace Classics
- 115 miles since rebuild



Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) the 'Bonnie' arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in striking two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker and the name 'Bonneville', chosen in honour of Johnny Allen's record-breaking achievements with his Triumph-powered streamliner at the eponymous Utah salt flats, was an inspired piece of marketing.

Although, ostensibly, the Bonneville was little more than a T110 fitted with the splayed-port cylinder head and twin carburettors, there was, of course, more to it than that. As well as the performance-enhancing top end, the Bonneville, together with the rest of Triumph's twins, incorporated a new, stronger crankshaft assembly that development had shown was necessary to cope with the increased power. The latter now stood at 46bhp, an improvement of some 15% over that of the contemporary single-carb T110. Works tester Percy Tait had achieved 128mph at MIRA on a development bike, and even though this figure proved beyond the reach of the production version, the Bonnie was at least as fast as the opposition and much better looking, which was all that mattered.

Restored by the previous owner circa 2004/2005, this 1961 Bonneville was purchased at auction by the current vendor in 2006 and since then has formed part of his private collection, seeing only occasional use. The restoration included a re-bore and wheel building with stainless rims and spokes by SRM; refurbished forks; 12-volt 'Power Box' electrics; and new exhaust down-pipes and silencers, while the paintwork was entrusted to Ace Classics. Only 115 miles have been covered since the rebuild's completion and the Bonnie is presented in commensurately good condition. The machine is offered with an extensive history file, MoT to December 2015 and a V5C registration document.

**£10,000 - 14,000**

**€14,000 - 20,000**

# MOTOR CARS

Lots 401 - 466

Further images of each lot can be found at:  
[www.bonhams.com/22685](http://www.bonhams.com/22685)





401

*Offered from the collection of the late Graham Galliers*

**1984 JAGUAR XJ-S 3.6-LITRE CABRIOLET**

Registration no. B96 KUX

Chassis no. SAJ-JNACC7CC114447

Engine no. 9DPAMA100924

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 made use of the Jaguar XJ6/XJ12 platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six - the XJ-S was the first model to receive Jaguar's new and much more economical 3.6-litre AJ6 engine - enabled it to weather the storm. A manual transmission model, this 3.6-litre XJ-S Cabriolet has formed part of its late owner's private collection since 1990. Used on sunny days only, it displays a total of circa 48,000 miles on the odometer and is described as in generally good condition. There are sundry invoices on file for work on the body and engine (the last dated 2004) together with a V5C document and a quantity of MoT certificates, the most recent of which expired in 2011. A Vintage-style steering wheel is the only notified deviation from factory specification.

**£5,000 - 7,000**

**€7,000 - 9,800**

**No Reserve**



402

*Property of a deceased's estate*

**1954 MG MIDGET TF '1250'  
ROADSTER PROJECT**

Registration no. MGE 565

Chassis no. HDE16/4385

Engine no. XPAG/TF34305

A rushed development programme meant that there was little, mechanically at least, difference between the TF and the outgoing TD II, the 1,250cc, 57bhp, XPAG engine of which was retained. Essentially a restyled version of the latter, the TF retained its predecessor's body centre section but featured a changed front end with a shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. A stop-gap model produced pending the arrival of the MGA, the traditionally styled TF nevertheless sold well, 9,600 units being produced between October 1953 and May 1955. Purchased by the deceased vendor in March 1962, this TF was restored at date unknown but is now in need of further renovation. It should be noted that the engine is seized and that the passenger seat is missing, and that the interior generally is in poor condition. The chassis appears solid and the tonneau cover and side screens are present. Offered for restoration and sold strictly as viewed, the car comes with an instruction manual, an old-style V5 registration document and its original old-style logbook listing the deceased as the third owner.

**£6,000 - 8,000**

**€8,400 - 11,000**

**No Reserve**



403

*One owner, 41,000 miles from new*

### **1974 BMW 1602 SALOON**

Registration no. GJH 357N

Chassis no. 356 0711

Like the earlier cars, the new 1600 (later 1602) featured unitary construction, all-independent suspension, front disc brakes and a single-overhead-camshaft, four-cylinder M10 engine under the bonnet. A two-door car, the 1602 was less expensive than the four-door saloon on which it was based. The model made its debut at the Geneva Auto Show in March 1966 as the '1600-2' and remained in production until 1975. As installed in the 1602, the M10 engine produced 85bhp, which was good enough for a top speed of around 100mph, with 60mph attainable in 12 seconds. This right-hand drive, manual transmission 1602 was purchased new in 1974 by the lady vendor's father: Group Captain Tommy Balmforth, DSO DFC AFC, a former highly successful Spitfire pilot. After his death in 1981, the BMW was used exclusively by the vendor's mother, mainly for shopping and other local trips. It has been kept garaged and lovingly maintained by a local motor engineer throughout its life, but has been laid up since 2006. Bills on file show that new front wings were fitted by Caversham Coachworks in 1998, four new tyres were also fitted in 2004. Recently recommissioned by BMW Specialists Old Mill Motors, Oxfordshire the BMW is now running and driving very well. Works included a full fluid service, new brake pipes and a thorough check over. The current odometer reading is circa 41,000 miles, and backed up with a stamped service book, and some expired MOTs. Finished in original metallic grey with beige interior, this highly original – and now quite rare – modern-classic BMW is offered with an old-style logbook, BMW handbook and service record.

**£2,000 - 5,000**

**€2,800 - 7,000**

**No Reserve**



404

### **1950 MORRIS MINOR MM SALOON**

Registration no. WXG 719

Chassis no. 49294

Engine no. 51649

This first-series (MM) Minor was first registered on 15th June 1950 and has just celebrated its 65th birthday in great shape. The earliest MM cars, such as this one, have low headlights and a split windscreen. This car also has the semaphore indicators ('trafficators') that always attract attention. Just before production, but after a large run of chrome bumpers had already been manufactured, Issigonis decided to widen the vehicle by about 4". The bumpers were therefore cut in half and a short painted spacer plate added, as seen on the rear of this car. Its first registration number was 'JCE 84' but this was later transferred and the present registration is the age-related 'WXG 719'. The Minor was purchased by the vendor in 1989 with about 30,000 miles on the odometer. In 1993 the entire body was stripped to bare metal and repaired where required, then re-sprayed in the original factory colour of Platinum Grey, with white coach lines to the sides of the body and wheels, a detail often missing after a re-spray. In 2002, the car was given a major service and a new brake master cylinder was fitted (see bills for over £7,000 on file). In the present 26-year ownership the car has only covered around 7,000 miles and has been kept in a dehumidified garage. Described by the vendor as having excellent bodywork and paint, a very original interior in good condition, mechanically reliable and easy to maintain, this is a very practical classic vehicle. MoT'd to May 2016, it comes with the aforementioned bills, old-style green logbook, V5C document and a quantity of tax discs and MoTs, the latter recording mileage over the last 30 years. A digital workshop manual, brand new seat covers (not fitted) and the original, jack, starting handle and spare wheel are included in the sale. The car will be driven to the sale by the vendor.

**£5,000 - 7,000**

**€7,000 - 9,900**

**No Reserve**



405

## 1964 MORRIS MINI COOPER 'S' 1,071CC SPORTS SALOON

Registration no. AMW 225B  
Chassis no. K/A2S4 489079  
Engine no. 9FSAH 33099

- *Very rare 1,071 'S'*
- *43 years in current ownership*
- *Highly original*



To many, its designer Alec Issigonis included, the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous.

The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964.

The car we offer is an original example of the short-lived and rare 1,071cc Cooper S, built between April 1963 and the end of August 1964. 'AMW 225B' was first registered on 1st August 1964 by Messrs J R Marsh and G H Cady, trading as Bells Garage in Marlborough, Wiltshire. Bells was a Morris agency and the car was used as a demonstrator until November 1964 when it was sold to Mr S Hickson, a local resident. Mr Hickson kept the Mini Cooper until June 1972 when it passed to one Robert Stevens of Swindon, Wiltshire. The current (lady) vendor, only its fourth owner, purchased the car from Skyways Garage, Swindon in December 1972.

She used the Mini for domestic and social purposes but mainly for commuting to and from work locally. In 1976 the car was laid up in the garage, just before the arrival of the owner's second child. No longer suitable for her enlarged family, it has remained there ever since and is presented in 'barn find' condition, ripe for sympathetic restoration. Offered with its original buff logbook, an old-style V5 and two workshop manuals (one for the Mini Minor and the other a BL Special Tuning publication), 'AMW 225B' represents a wonderful opportunity for the Mini Cooper enthusiast to acquire a totally original example, unused and untouched for 40 years.

**£10,000 - 15,000**

**€14,000 - 21,000**

406

## 1972 FIAT 500L SALOON

Registration no. FOL 799L

Chassis no. 3091546

Engine no. 3436256

- *Deluxe 'L' model*
- *Giannini upgrades*
- *Lovingly restored*



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder.

The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph.

Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and a few years ago was voted 'Sexiest Car' by the readers of Top Gear magazine.

This FIAT 500L had had three owners prior to its acquisition by the lady vendor's father in 1996. The vendor's father then dismantled the FIAT and rebuilt it over the next nine years, renovating the body, engine and original interior. He brought many parts over from Italy. Fully serviced and MoT'd in 2013, the car has been off the road since then and has always been garaged. Modifications include Giannini badges, larger wheels/tyres, door mirrors and a non-standard exhaust. Finished in its original colour scheme of white with black interior, this well cared for FIAT 500L is offered with a V5 registration document and a history file containing records of all work carried out between 1975 and 1989 together with a quantity of expired MoT certificates.

**£5,000 - 7,000**

**€7,000 - 9,800**

**No Reserve**

407 N

*From the Maranello Rosso Collection*

**1968 FIAT-ABARTH SS SCORPIONE-FIAT  
1000 GT / FRANCIS LOMBARDI**

Registration no. not registered with DVLA  
Chassis no. 141/0049

- *Rear engined*
- *Striking styling*
- *EU tax paid*



The Carrozzeria Francis Lombardi company in Italy produced a small, rear-engined sports car on a Fiat 850 base from 1968 until 1972. Its rather attractive, streamlined coachwork was styled in-house by Giuseppe Rinaldi and during its production life the model was also marketed as the OTAS 820, as a Giannini, and as Abarth Grand Prix and Scorpione.

Its public debut had been made at the Geneva Salon of March 1968, and its shapely good looks – with its electrically raised and lowered headlights – attracted much favourable comment. Apart from the engine cover and rear panel, the body panelling was all-steel, and the style had originally applied to a front-wheel drive Autobianchi A112 before being adapted by Lombardi to fit the Fiat 850 floorpan. Carlo Abarth's first version was then unveiled at the 1968 Paris Salon. It featured a tuned version of the Fiat 850 Sport Coupé/Sport Spider's enlarged 902cc engine – offering a claimed 52bhp – while a Scorpione SS variant would be added, featuring a still bigger 1,280cc engine delivering around 75bhp at 6,000rpm. To improve cooling, Abarth mounted the matrix in the airstream, up front.

This 'Abarth 1300 Scorpione' would prove to be Abarth's last independently-developed car. In a 1970 German road test the Scorpione achieved a maximum speed of 175.6 km/h (109.1 mph). A further developed 100hp option was also available, the car also being re-engineered with a co-axial coil/damper front suspension, redesigned rear suspension, anti-roll bars front and rear, and disc brakes all-round. Top speed was 115 mph (185 km/h). Once Abarth was absorbed into Fiat in 1971, such Scorpione variants were quickly shelved.

The car is now EU taxes paid and supplied with an Italian old Libretto and corresponding Foglio Complementare illustrating the car was once registered PI 534028. Other than that no other information is on file from the Maranello Rosso Collection, in whose displays it was preserved for many years.

**£10,000 - 15,000**

**€14,000 - 21,000**

408 N

*From the Maranello Rosso Collection*

## **1959 FIAT ABARTH 850 SCORPIONE ALLEMANO COUPÉ**

Coachwork by Allemano

- *Giovanni Michelotti design*
- *Long term ownership*
- *Fabulous project*

Registration no. not registered with DVLA

Chassis no. 8010025



One of the most elegant small-capacity sports Coupé cars to be manufactured in the late 1950s, the Fiat-Abarth 850 Scorpione, clothed with coachbuilt bodywork by Carrozzeria Allemano, is something of a little-known triumph of its time.

Carlo Abarth wanted to place such an elegant little Coupé in the marketplace alongside his very competition-orientated 750GT that was bodied by Carrozzeria Zagato of Milan.

The more discreet and sobre design now offered here was styled by none other than the great Giovanni Michelotti – and it is widely acknowledged as having been “perhaps the finest designer body ever created on the floor pan of the Fiat 600”, as Abarth historian Luciano Greggio has put it.

Carrozzeria Allemano of Turin was itself established in 1928 and would operate until 1965, under the direction of Serafino Allemano. Some of the earliest Ferrari cars were Allemano-bodied and they also provided bodywork for Cisitalia, Fiat, Siata, Maserati and ATS in addition to assorted exercises on Jaguar XK140, Aston Martin DB2/4 and Renault Dauphine bases.

Abarth's initial power unit for this 1959-launched Scorpione by Allemano model was an 833cc 4-cylinder delivering some 52bhp at a turbine-like 6,000rpm – but he quickly replaced that design with an 847cc unit that offered 57bhp at 6,500rpm. It was the introduction of this larger engine option which brought with it the title ‘850 Scorpione’ – referring of course to Abarth's Sagittarius trademark logo, which was itself derived from Carlo Abarth's personal birth sign.

The new model was shown initially at the September, 1959, Frankfurt Motor Show in Germany, and then given its official launch in the subsequent Turin Salone dell'Automobili in its native city's Valentino Park exhibition halls.

We consider this long-time Maranello Rosso Collection exhibit – now EU taxes paid – to be a particularly neat little coach-built car. The engine presently installed appears to a stock Fiat unit, lacking several Abarth features but, once re-commissioned, we believe this most attractive Italian Coupé would certainly reward a new owner with a significant amount of style for a modest outlay.

**£15,000 - 20,000**

**£21,000 - 28,000**

**No Reserve**

409 N

*From the Maranello Rosso Collection*

**1961-2 FIAT ABARTH MONOMILLE GT COUPÉ**

Registration no. not registered with DVLA

Chassis no. 1128103

- *High performance compact coupé*
- *Long term ownership*
- *Historically important*





The Fiat-Abarth Monomille was introduced in 1961 with a 62mm x 74mm bore and stroke providing 982cc in its 4-cylinder in-line side-camshaft engine. The power unit was fitted with a 9.8:1 compression cylinder head, and the little unit produced a lusty 60hp at 6,000rpm.

The new Monomille was unveiled by Carlo Abarth at the 1961 Frankfurt Motor Show, that September, and its shapely little body – deeply reminiscent of the Porsche 911 from certain angles – was styled in-house at Abarth's Corso Marche factory in Turin, and was made “just round the corner” by the company's preferred bodybuilder, Beccaris.

The idea was to produce a relatively high-performance small Coupé that was aimed not at full-blown racing clientele but at a wider, yet discriminating, motoring audience.

The 'Monomille' name alluded to the engine's single camshaft – and it proved to be a very brisk and enjoyable little two-seat Coupé . The Monomille body was very closely derived from that of the Bialbero twin-cam Coupe, and its highly effective shape contributed to a very healthy 175km/h top-end performance....

The car is now EU taxes paid and supplied with an Italian old Libretto and corresponding Foglio Complementare illustrating the car was once registered VA 211953. Other than no other information is on file from the Maranello Rosso Collection, in whose displays it was preserved for many years. At the time of inspection, no chassis number had been located, and the engine appears to be more Fiat, than Fiat-Abarth. It is, however, another pretty little and highly Italianate Coupé that will well reward the new owner.

**£25,000 - 30,000**

**€35,000 - 42,000**

**No Reserve**

410 N

*From the Maranello Rosso Collection*

**1971 ABARTH 1300 SPORT SE 018  
'PROTOTIPO'**

Chassis no. SE018/0016

- *Tubular superframe chassis*
- *Rear engined*
- *Long term ownership*







It was at the end of February 1970 that Abarth of Turin launched its latest sports-racing car model, which was aimed primarily at new young drivers taking their first steps up from small-capacity touring car or kart-racing classes.

This was the Abarth SE018 otherwise known as the Fiat Abarth 1000 (or 1300) Biposto Corsa ('Racing Two-seater'). It was a very sleek, lightweight and handy little competition car and it would excel in National Italian events especially in the against-the-clock corsa in salita – hill-climb – series. Unlike its predecessor 1000SP model – the Abarth SE04 – the 018-series design carried the Fiat-derived 4-cylinder power unit in Carlo Abarth's preferred location – cantilevered at an inclined angle out behind the rear axle line.

Upon its public debut at the February, 1970, Racing Car Exhibition, the new 1000 Biposto Corsa took the centerpiece role in Abarth & C's display. In fact it looked so tiny between its sister pair of Abarth-modified touring cars – an Autobianchi A112 and a Fiat-Abarth 1000 Berlina – it was instantly nicknamed the Abarth 'Millino'.

Its chassis frame was a tubular-steel spaceframe, and its standard engine was the well-proven 982cc 4-cylinder twin-cam uprated to a mighty 120bhp at 8,200rpm. The bodywork was in moulded GRP, without a rear transom panel, so leaving the rear-end of the engine exposed to view under the flat rear deck. The little Abarth projectile weighed-in at only 400kg – and yet maximum speed was some 220km/h.

This particular car – now EU taxes paid – was displayed within the Maranello Rosso Collection for many years, described as a Fiat-Abarth '1300' Prototipo. To what extent the car is a prototype is not known. It appears certainly to be based upon a 1000 Cuneo chassis with different bodywork and such later features as a rear wing. There is a suggestion it may have been driver Franco Pilone's works car, which was fitted in period with a 16-valve 1,300cc engine, and we are advised that the transmission installed today is correct for the 1,300cc specification. The engine is an Abarth twin cam unit built on a Fiat block 850 type 100G block, and there is some evidence of improvisation in its installation. Sold as seen from long-term museum display, it is a most interesting sports-racing car that once restored will be heard screaming up hills and around tracks in historic events.

**£40,000 - 60,000**

**€56,000 - 84,000**

411 N

Left-hand drive

## PILGRIM SUMO AC COBRA REPLICA

Chassis no. FLCH15301E

Engine no. FLCH15301E

- Authentic copy
- V8 engine
- 5 speed gear box



Sussex-based kit-car builder Pilgrim manufactures sports cars in a variety of classic styles, the Sumo being influenced by the legendary AC Cobra. Introduced in 1987, the Sumo offered enthusiasts a less expensive route to 'Cobra' ownership, using Ford Cortina engines and running gear. The Mk2 brought with it Ford Granada independent rear suspension and the option of Ford V6 engines or, later, the Rover V8.

In 1993 the Mk3 Sumo was introduced in two forms, one using Ford Sierra running gear, the other Jaguar. The steel chassis combines ladder frame, spaceframe and monocoque construction techniques, while the bodywork is hand crafted in glassfibre.

Like many similar vehicles the Sumo is available for self-build or as a 'turn key' car, with a wide range of options to individual customer choice.

This Pilgrim Cobra Replica is powered by a Chevrolet '350' 5,657cc, V8 engine that produces 260hp and drives the wheels via a competition clutch and a five-speed gearbox. As the car weighs only 1,100kg, exciting performance is guaranteed. It should be noted that the date of manufacture given on the accompanying Austrian registration papers - 1971 - is actually that of the donor car used in the Pilgrim's construction.

**£18,000 - 25,000**

**€25,000 - 35,000**

**No Reserve**

412

*By order of the executors of the late Roger Judkins*

## 1960 AUSTIN-HEALEY 3000 'MARK I' ROADSTER

Registration no. 694 RPE

Chassis no. HBT7/11751

Engine no. 29D/RU/H20664

- *Desirable BT7 model*
- *Restored in 2000*
- *Full weather equipped*



A progressive development of the preceding 100/6, the Austin-Healey 3000 was launched in March 1959. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sports car. Breathing through twin SU carburettors, the revised power unit produced 124bhp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard.

A BT7 2+2 model, this Austin-Healey 3000 Mark I was acquired by the late Mr Judkins in November 2004. The previous owners, the Carpenter family of Newton Abbot, had commissioned the nearby workshops of Colin Groom Vehicle Restorers to undertake a comprehensive restoration. Colin is an ex-employee of the Donald Healey Motor Company so knows his way around Healeys. Supported by the photographic record on file, works included a complete strip down to the bare body and chassis, followed by a detailed rebuild. The engine did not require rebuilding but the rest of the drivetrain, suspension and brakes were overhauled. The restoration was completed circa 2000 and the car remains in immaculate condition.

The bright red paintwork is generally very well applied, with only a couple of cosmetic blemishes noted, while the brightwork too is fresh with only slight wear noticed on the windscreen surround. The body is straight with good panel fit and shut lines, although an almost invisible shallow dent to the near side front wing was noticed. The black interior is generally very good, save for a slight tear to the rear trim. Although the car was not driven, it manoeuvred well during the photo session, its engine having started readily and sounding healthy. A hood and hood irons, drop-in side screens and tonneau cover come with the car together with sundry spares to include a period steering wheel, three wheels/tyres and some lights.

A neighbour recalls going to Le Mans with Healey Drivers Club member Mr Judkins on one occasion, and the two (2006/2008) Exmoor Run rally plaques are testament to Mr Judkins' enjoyment of '694 RPE'. The odometer reading at the time of inspection was 47,541 miles and previous readings from the MoT certificates on file suggest the car has covered circa 3,000 miles since 2007. The comprehensive history file contains the aforementioned photographs; V5C registration document; current (issued end April 2015) and past MoTs; latter day sundry servicing receipts; suppliers and restoration invoices; owner's handbook; and a recently issued BMIHT Certificate confirming the car as an original right hand drive home market car, finished in Colorado Red and sold new via Wimbledon Motors of London.

**£35,000 - 40,000**

**€49,000 - 56,000**

414

Left-hand drive

## 1969 FIAT 500F SALOON

Chassis no. OMO 3890

- Fully restored
- Two owners from new
- 320 kms from new



Apart from a Ferrari, no car is more recognisable as classically Italian than the FIAT 500. Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The austerity of the basic 500 - it was known as the 'Economica' - was not well received, prompting the swift introduction of a revised and better equipped model, which first appeared towards the end of 1957 at the Turin Show.

Refinements incorporated in this less Spartan version included wind-down windows, an upholstered rear seat, column-mounted switch-gear stalks and hubcaps. Introduced in 1960, the successor 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph.

An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and only a few years ago was voted 'Sexiest Car' by the readers of *Top Gear* magazine.

Always kept in a dehumidified garage as part of a private collection, this left-hand drive, Italian registered FIAT 500F has been totally restored by Italian specialists to correct original specification, including a full engine rebuild with new crankcases. We are advised by the vendor that it has had only two owners and has covered a genuine 320 kilometres from new. The body is totally original, likewise the instruments, while the interior has been refurbished using period-correct materials. Offered with current MoT certificate, the car has covered zero miles since the engine rebuild's completion and is described by the private vendor as in generally excellent condition, ready to use. An original FIAT wicker picnic hamper is included in the sale. Economic fun on four wheels, the Nuova 500 is well supported for spares by the Club and recognised specialists.

**£8,000 - 12,000**  
**€11,000 - 17,000**

415

## 1959 CHEVROLET BROOKWOOD STATION WAGON

Registration no. 283 UXN  
Chassis no. B59L135534

- 7.4-litre engine
- Fully Restored in 2000
- The perfect Goodwood Revival tender car



First seen in 1958, the Brookwood station wagon formed part of Chevrolet's new line up for 1959, which the company proudly advertised as 'All New, All Over Again'. These new 'Streamline Design' Chevrolets were larger than before and featured a new front grille, low-slung headlights, flat wing-shaped tail fins - known as 'Spread Wing' - and cat's eye tail lights, these last two features giving the '59 models a most distinctive appearance. The Brookwood formed part of the entry-level Biscayne series and was available with either a 235.5ci (3.9-litre) six-cylinder engine or 283ci (3.9-litre) V8, with a range of higher-performance V8 power units offered as options. There were two body styles - two- and four-door - both of which could seat six.

This '59 Brookwood was completely rebuilt from the chassis upwards in the early 2000s. Works carried out included a chassis re-spray, bodywork repairs and the installation of a later, rebuilt 454ci (7.4-litre) V8 engine, which drives via a three-speed automatic transmission.

Now finished in a beautiful combination of dark blue and white, the car looks very elegant and with the mighty 7.4-litre engine is said to be a hoot to drive. Noteworthy features include rear wheel spats and a wind-down rear window for that authentic 1950s feel. In addition, the car has been fitted with a bespoke tow-bar (removable) which is used for towing the vendor's racing Ford Mustang.

With its gargantuan size and acres of chrome, this stunning example of 1950s Americana is bound to turn heads everywhere. It is ideal for picnics on the beach, American car events such as the Prescott gathering, or for use as support vehicle for a classic race-car. The car is offered with a V5C registration document and an extensive photographic record of the restoration.

**£12,000 - 18,000**

**€17,000 - 25,000**

416

Left-hand drive

## 1958 JAGUAR XK150 3.4-LITRE COUPÉ

Registration no. 755 XUY

Chassis no. S835830DN

Engine no. V5609-8

- Original manual/overdrive gearbox
- Restored example
- Final XK incarnation



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable. As with most cars, there are a few body details which could be improved, but we do not know of any more outstanding example of value for money.' - *Autocar*.

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

A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S.



Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

This left-hand drive fixed-head coupé was despatched new to Jaguar of Eastern Canada in Montreal and first owned by a Mr R J Wilson of Hamilton, Ontario. The current vendor acquired the XK at a UK auction in 2011, since when it has seldom been used. Restored, albeit at date unknown, '755 XUY' is described by the private vendor as in generally good condition, the engine running well and registering good oil pressure. A service has been carried out and a new battery fitted, and the car also benefits from a radiator rebuilt in November 2014 by Silver Lady Services of Brentwood (bill on file). Additional documentation consists of a V5C registration document and an MoT certificate valid until May 2016.

**£40,000 - 60,000**

**€56,000 - 84,000**



417

## 1969 BMW 2000C AUTOMATIC COUPÉ

Coachwork by Karmann

Registration no. NVS 683G

Chassis no. 1002-920

Engine no. 1002-920

- *Stylish coachbuilt body*
- *M10 engine*
- *3 owners from new*



The foundation of BMW's post-war resurgence was the Neue Klasse four-door 1500 saloon and its derivatives, the company capitalising on their success with the launch of a revised two-door range in 1966. Like the earlier cars, the new 1600 (later 1602) featured unitary construction, all-independent suspension and front disc brakes. All variants came with the Munich firm's dependable, single-overhead-camshaft, four-cylinder engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner.

Demands for increased power had led to the introduction of a larger, 1,990cc version of the existing M10 engine in 1965, one of the first recipients of this being the 2000C/CS coupé. Built by coachbuilders Karmann of Osnabrück, the latter combined Mercedes-rivalling luxury with, in the case of the twin-carburettor 120bhp CS, exceptional performance for a 2-litre car.

The 2000C came with a single-carburettor engine producing 100bhp, which still made for an impressively quick car. Only the 2000C was available with the optional automatic gearbox. Both types continued in production until late in 1968.

This right-hand drive, automatic transmission 2000C was purchased by the current vendor in 2010 from the second owner, who had been the first owner's mechanic. The first owner purchased the car directly from BMW in Scotland in 1969, and sold it to the second owner in 1986. 'NVS 683G' comes with full BMW service history up to 1980 at 88,000 miles. The current odometer reading is circa 97,000 miles.

Finished in silver with navy blue vinyl upholstery, the car is described by the private vendor as in generally good condition, the only notified fault being a slight vibration in first gear. Accompanying paperwork consists of the aforementioned service history, a current MoT certificate and a V5C registration document.

**£16,000 - 20,000**

**€22,000 - 28,000**



418

## 1959 AUSTIN MINI SE7EN DE LUXE SALOON

Registration no. 205 DTT

Chassis no. AA2S7/6779

Engine no. 8G28RN32311 (see text)

- '59 Mini Register approved
- De Luxe model
- Highly original example



'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, *'Complete Classic Mini'*.

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. Less than two-and-a-half years after its initial conception the Mini was officially launched at the 1959 Motor Show. BMC chose to market the car as the 'Austin Se7en' and 'Morris Mini Minor' before 'Mini' became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. The early Mk1 had the 848cc A-Series engine, rubber cone suspension and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964. De Luxe versions – preferred by the majority of customers – came with bumper over-riders and additional exterior brightwork.

A De Luxe model equipped with a heater, '205 DTT' was delivered new in November 1959 via Cann Medland & Co Ltd of Bude, Cornwall to its first owner: Reginald John Abbott of South Molton, Devon. A BMIHT certificate and the original logbook are on file, the latter recording a change of engine in 1969. In 1984 the Mini was taken off the road, remaining unused until the current vendor purchased it in 2011.

The car was then mechanically re-commissioned, most of the braking system being replaced; the original water pump overhauled by a specialist; the original flat-topped radiator re-cored; and a new exhaust system fitted. We are advised that the clutch had already been renewed and that the gearbox is believed to have been rebuilt, probably when the Gold Seal exchange engine was installed. In daily use and said to drive very well, '205 DTT' currently displays a total of circa 116,000 miles on the odometer. The car is offered with the aforementioned documentation, current MoT and a V5C registration document. A wonderful opportunity to acquire a highly original example of one of the 20th Century's greatest cars in its earliest, purest form.

**£10,000 - 14,000**

**€14,000 - 20,000**

**1974 BMW 2002/M12 RALLY CAR**

Registration no. IJ 555

Chassis no. 3635815

Engine no. 3635815

- 1 of 2 cars built by BMW motorsport
- International rally winner
- Staggering 285bhp at 10,000rpm



The 2002 is one of the most celebrated of modern BMWs. While the 1500 had been the foundation of BMW's post-war resurgence as a maker of sports saloons par excellence, the 2002 may be considered its ultimate incarnation. The 2002's immediate ancestor was the two-door 1600, which was styled by Giovanni Michelotti, the masterly Italian designer who had collaborated with BMW's Wilhelm Hofmeister on several models during the 1950s.

Introduced in 1968, the 2002 was powered by a 1,990cc, 100bhp version of BMW's classic M10 single-overhead-camshaft four-cylinder engine. Complementing the 2002 base model were a pair of higher performance versions, the 2002Ti and fuel-injected 2002Tii. Endowed with attractive styling, more than adequate performance, reasonable economy and excellent controllability, the 2002 proved outstandingly successful, nearly 400,000 of all types being produced between 1968 and 1976.

Although BMW was always more interested in motor racing, the works did use the 2002 as the basis for a limited rallying programme during the late 1960s/early 1970s, the car making its debut on the 1969 Monte Carlo Rally. By the time the factory withdrew to concentrate on touring car racing, the 2002 had but one major victory to its credit: the 1972 TAP Portuguese Rally, which was won by Achim Wornbald.

The BMW 2002 offered here is one of two cars built by BMW Motorsport in 1974/75 using a modified M12/7 Formula 2 engine. The vendor remembers first seeing this car in June 1975 on the Donegal International Rally, which it won driven by Warmbold/Davenport. The BMW was entered by KWS Autotechnic of Koblenz, Germany and sponsored by Radio Luxembourg, whose white and green livery it retains to this day. The sister car had been purchased from BMW Motorsport by Max Heidegger of Liechtenstein and modified for circuit racing.



In 1975 Heidegger entered his BMW 2002 in the Le Mans 24-Hour Race, winning the 2-Litre class and finishing 27th overall, a staggering achievement for a production-based touring car. In a letter on file, Mr Heidegger states that his car was dismantled and sold for parts the following year, the bodyshell being scrapped.

Chassis number '3635815' was rallied in period by Warmbold and also driven by Bjorn Waldegaard and Ari Vatanen. During the 1973 and 1974 seasons Warmbold's co-driver was Jean Todt, later team manager of Peugeot and Ferrari, and currently president of the FIA. In 1976, the BMW was purchased by Isaac Agnew Ltd of Belfast, the BMW importers for Northern Ireland, who had purchased it from Warmbold. The car was driven sparingly by the owner's son until the current vendor purchased it in 1978, at which time the odometer reading was just over 9,000 kilometres (approximately 5,600 miles).



Achim Warmbold & John Davenport on their way to 5th place on the 1975 Sachs Winter Rallye - a round of the European Rally Championship.  
© McKlein



Together with his brother, the vendor rallied the BMW in local Tarmac stage events and even used it once for his journey to work at the Ministry of Agriculture. It was always very reliable, despite having 285bhp on tap at 10,000rpm.

The car was kept in dry storage from 1978 to 1993 when it was removed for restoration, which has now almost been completed. Renovation included an engine rebuild by one of Europe's foremost historic competition BMW specialists Mr Lester Owen of Telford, whose letter and dynamometer printout is on file. At the owner's request the engine was only run up to 7,500rpm, at which it was producing 239bhp. This request was due to the retention of original con-rods and pistons during the engine rebuild.



The vendor advises us that apart from the brakes, which have been replaced, '3635815' is 95% original, which is quite some achievement for a 40-year-old competition car. The current odometer reading is approximately 11,000 kilometres.

Described by the private vendor as in generally excellent condition, this unique 2002 rally car represents a probably once-in-a-lifetime opportunity for the BMW collector to acquire an important piece of the factory's competition history, potentially eligible for a wide variety of historic motor sports events including Le Mans Classic. Accompanying documentation consists of the aforementioned correspondence and another letter from BMW Motorsport GmbH confirming that only two cars of this type were built.

£120,000 - 150,000

€170,000 - 210,000



420

16,000 miles from new

## 1970 FIAT 124 SPIDER

Registration no. FBY 388H

Chassis no. 124BS0030513

- Pininfarina styled
- Restored example
- Fastidiously maintained



First introduced in 1966 and based on a shortened 124 saloon floor pan and running gear, the attractive Pininfarina-styled Spider would prove an outstanding success for FIAT, over 200,000 being sold before production ended in 1982. Launched with a 1,438cc, four-cylinder twin-cam engine, the Spider gained 1.6-litre, 1.8-litre and - finally - 2.0-litre power units as the 1970s progressed, examples equipped with the latter being capable of around 115mph. Four-wheel disc brakes were part of the package from the outset and all but a few home-market cars came with five-speed gearboxes.

A 1.6-litre, five-speed model, this FIAT 124 Spider was imported from the USA in 1997 and fully restored by marque specialists DTR Engineering, being converted from left- to right-hand drive in the process. The car is currently in the hands of its second UK owner and comes with an extensive history file confirming that the recorded mileage of just over 16,000 is genuine. 'FBY 388H' has been carefully maintained by not only DTR Engineering but also by the famed FIAT specialists Middle Barton Garage in Oxfordshire.

Earlier this year, this FIAT 124 Spider was pitted against an MGB GT and a Peugeot 304 Convertible for an article in *Classic Car Weekly*, replicating a feature planned for the BBC's now off-the-air *Top Gear* (copy on file). *CCW's* tester James Sadlier was bowled over by the Spider, enthusing about its gorgeous Pininfarina styling, generous four-seat interior space, comfortable driving position and all-round performance: 'Up to 4500rpm and you'd be mistaken for thinking you're driving a Group 4 rally car. The harmonics from the twin-cam engine as you accelerate are incredible.' Needless to say, the FIAT comfortably out-performed its French and British rivals. Concluding his test James said: 'If you want to cruise through the countryside or take it out on a track day, the Spider will give you both.'

'FBY 388H' is described by the private vendor as in generally excellent condition, having been kept in dry storage and fastidiously maintained. The car is offered with MoT to August 2015, a V5C registration document and the aforementioned history file containing restoration and maintenance invoices.

**£16,000 - 20,000**

**€22,000 - 28,000**

421

## 1974 JENSEN INTERCEPTOR SERIES III SPORTS SALOON

Registration no. YXE 900M

Chassis no. 2240 9410

Engine no. 4C12421

- 7.2-litre V8 engine
- Extensively restored
- Circa 3,500 miles since restoration



With the Interceptor Saloon's introduction in 1967, Jensen had switched from glassfibre to steel for its car bodies. Underneath, the preceding C-V8 model's robust chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, *The Motor* recording a top speed of 140mph with 100mph arriving in 19 seconds. Four-wheel, servo-assisted Dunlop discs looked after the braking while ride quality could be varied by the Armstrong Selectaride dampers' dashboard control. Leather upholstery, reclining front seats and walnut veneer were all standard features, with automatic transmission the choice of almost all buyers.

The Series II incorporated revised front suspension, Girling brakes and a redesigned interior, while the Series III, introduced in 1971, came with a 7.2-litre engine, better seats, central locking and alloy wheels. For 1974 Jensen adopted an improved, 330bhp version of the 7.2-litre Chrysler V8 on the 'J Series' MkIII, which also gained all the equipment, including air conditioning, that had been standard issue on the now-discontinued Interceptor SP. The major development that year though, was the introduction of the Convertible, which debuted at the Geneva Motor Show in March.

By this time most other manufacturers had abandoned the convertible ahead of an expected US ban. When the latter failed to materialise, Jensen was left in a strong position, selling 506 Convertibles in the next two years.

'YXE 900M' was purchased by the current owner in late 2012 after an extensive search. Between 2006 and 2007, the car had been subject to an extensive restoration and rebuild at a recorded mileage of 51,000 when it was completely dismantled, all corrosion removed and subsequently bare-metal repainted in Rolls-Royce Royal Blue metallic, the process being photographically recorded. At the same time the interior was comprehensively re-trimmed in full cream leather with blue piping and new Wilton carpet. The engine was fully rebuilt while the car was dismantled, since when it has covered a further 3,422 miles. While in the current ownership the car has benefited from further engine work, encompassing replacement of piston rings and gaskets. Recently MoT'd, this beautiful Series III Interceptor comes with a V5C registration document and workshop and parts manuals.

**£25,000 - 30,000**  
**€35,000 - 42,000**

422

Sold on behalf of the Sir Henry Royce Memorial Foundation

## 1924 ROLLS-ROYCE 40/50HP SILVER GHOST SHOOTING BRAKE

Registration no. XT 209

Chassis no. 101EM

Engine no. S-100

- *Unique Silver Ghost*
- *Fabulous opportunity*
- *A true time-warp*



Long wheelbase chassis number '101EM' was delivered to coachbuilder Windovers Ltd in March 1924 for bodying as an 'enclosed drive limousine'. The car was first owned by Bracewell Smith, Esq (later Sir Bracewell Smith, MP) whose address is recorded on the accompanying copy chassis cards as the Shaftesbury Hotel, London WC2 and later as the Park Lane Hotel, London W1, the latter being part of his property empire. There are no subsequent owners listed.

In 1959, George du Boulay bought the by then somewhat dilapidated Silver Ghost from Carr Brothers in Purley for the sum of £99. He subsequently dubbed the car 'Gawain' after the powerful knight of Arthurian romance. Gawain comes with a fascinating account, written by George's son Giles, of the Ghost's ownership by the du Boulay family and the many happy memories associated with this unique Rolls-Royce.





The body had been converted some years previously to that of a 'shooting brake' with a platform on the roof, another folding down at the rear, with fittings for a third at the front, all for the mounting of ciné cameras. It is understood that the conversion was carried out for a film company, and '101EM' may possibly have been one of two such camera cars. Indeed, '101EM' is known to have appeared in the 1951 motion picture *'The Man in the White Suite'* starring Sir Alec Guinness.

Giles du Boulay was one of six sons, so holidays had become logistically difficult. His father solved the problem by converted the shooting brake into a 'caravanette': slightly raising the roof, installing storage lockers and a water tank on the roof platform, and replacing the seats with a long fold-down bench at the rear, with more storage lockers, a cooker and wash basin opposite. The two nearside passenger doors opened onto an ingenious double back-to-back seat of George's design, which folded flat for sleeping. At a pinch, the whole family could sleep overnight inside.

During the long summers of the early 1960s, the du Boulays holidayed in Gawain, usually at campsites in Wales and Cornwall. A 'kitchen tent' would be attached to the rear of the car, making a sheltered corridor through which the family could scramble through to sit or dine upon the folded down rear platform. Another sleeping tent was pitched at the far end, so that the whole operation would occupy two or three camping pitches. As the family grew up, however, Gawain ventured forth on fewer and fewer occasions and eventually was driven only on special occasions or to keep the engine turning. In 2007, after much discussion and not a little soul searching, it was decided to donate Gawain to the Sir Henry Royce Memorial Foundation.

In 2008 the SHRMF despatched '101EM' to marque specialists Overton Vehicle Overhauls of Leigh-on-Sea, Essex for a thorough check over and extensive re-commissioning to MoT standard as detailed on Overton's report and invoices for £15,000 on file (inspection recommended). Overton's report remarks that 'in years to come, (the body) if left as is, would be an indication of the ingenuity shown by enthusiasts of the fifties and sixties using the Rolls-Royce chassis.' The car also comes with an old-style logbook and V5 registration document.

**£70,000 - 90,000**  
**€98,000 - 130,000**

423

*Offered from a deceased's estate*

**1910 HOTCHKISS TYPE X6 SERIES 1 20/30HP  
4.8-LITRE ROI-DE-BELGES TOURER**

Registration no. D 6409

Chassis no. 2516

Engine no. 2516

- One of two survivors
- Beautifully restored
- Exceptionally well equipped
- VCC dated



Like so many contemporary high quality motor car manufacturers of the Edwardian era the history of the Hotchkiss establishment was rooted in arms manufacture – a process that demanded the highest standards in precision engineering which they would ultimately carry forward into motor car manufacture. At the invitation of Louis Bonaparte, (Napoleon III), Benjamin Berkeley Hotchkiss (1826-1885) had set up an arms factory at Vivierz in the Aveyron in France in 1867; he patented the Hotchkiss revolving canon in 1872 and set up a factory in St. Denis in 1875. In 1887 Hotchkiss was re-capitalised by British investors becoming a subsidiary of the newly formed Hotchkiss Ordnance Co. Ltd, of London.

In 1903 George Terasse, who had established his credentials with Mors, designed the first Hotchkiss motor car, the Type C, which featured mechanical inlet valves, honeycomb radiator and a steel chassis in Mercedes fashion and, more importantly, the famous 'Hotchkiss drive' – a live rear axle with open propeller shaft, its torque being taken by the rear springs. From the outset Hotchkiss targeted the upper end of the market, participating in the still new-fangled motor sport in the early years - indeed fielding a mighty 18.9-litre racing car in the high profile 1905 Gordon Bennett Trials.

Luxury touring cars were however the company's stock-in-trade and in 1906 Hotchkiss were to follow the trend adopted by Rolls-Royce, Napier, Panhard-Levassor and other manufacturers in the upper echelons of the industry by introducing their first six-cylinder motor car.

The Type X6 of 1910 featured a six-cylinder, side-valve engine, the cylinders cast in pairs and displacing 4.8-litres. Ignition was by magneto and fuel was provided by just one carburettor – cooling was by the distinctive round honeycomb radiator which distinguished the marque Hotchkiss. This car is believed to be one of just two survivors of the Type X6 – 27 were built in 1910 and 51 in 1911/12. Australian enthusiast Ian Marchant bought the car for £50 from a scrapyard in Warragul, Australia, in 1956 and it first appeared as a complete chassis in 1988 in the May edition of *Brass Notes* – the magazine of the *Veteran Car Club* of Australia. British VCC enthusiast, the late Peter Howarth, bought the car in a dismantled state in 1991 and it arrived at his Pinner home (in 14 boxes) in August that year.



A meticulous restoration was embarked upon – no detail being spared – and a magnificent Roi-de-Belges style tourer body was constructed to complement the engineering standards of the French arms manufacturer. The engine rebuild was completed in 1993 and the restoration completed in the Autumn of 1995.

It would be hard to imagine a car that more typifies Edwardian elegance than D 6409. The multiple compound curves of the Roi-de-Belges coachwork, finished in blue livery, are furnished with deep buttoned black leather upholstery and the car is generously equipped with brass fittings and a two piece folding windscreen. Note particularly the detail on the rear door pockets with the Hotchkiss motif and the additional map pockets for the rear seat passengers. The folding hood arrangement in itself is an engineering masterpiece. Driving equipment includes BRC Alpha No.30 'bullseye' acetylene headlamps, Lucas oil side and rear lamps and a brass rear view mirror, while a bulb horn gives audible warning of approach.

A practical feature of the car are the detachable wheels and a complete spare wheel – all on Dunlop beaded edge tyres. The driver presides over an Elliott Brothers speedometer and distance recorder, a Hotchkiss & Co. Graisseur Lefebvre oiler with four drip feed sight glasses, central throttle pedal, a fuel primer pump and brass dashboard timepiece, while the hand throttle and magneto advance/retard controls are mounted on the steering wheel.

Since restoration this outstanding European Edwardian, has taken part in numerous Veteran Car Club and Hotchkiss Society events where it has established its distinguished credentials. It has been officially VCC dated and comes with a Swansea V5C registration document.

**£80,000 - 100,000**  
**€110,000 - 140,000**

424

## 1937 ALVIS 4.3-LITRE SPORTS SALOON

Coachwork by Charlesworth

Registration no. DUL 601

Chassis no. 18621

- Well preserved example
- 100mph pre-War saloon
- Recent £12,000 Red Triangle works



'In the scheme of things there are cars, good cars and super cars. When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.' – *The Autocar*, August 1938.

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre model in August 1936. The 4.3-Litre was based on the 3.5-litre Speed Twenty Five introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph.

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. A complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production.

A large powerful car, this 4.3-Litre, chassis number '18621', carries very elegant, close-coupled, sports saloon coachwork by Alvis's Coventry neighbours Charlesworth. '18621' is known to have spent time in the USA and is fortunate to have been preserved in remarkably original condition. Its previous history is unknown and would make a fascinating research project for the fortunate next owner.



Acquired by the current vendor in June 2013, the car is finished in Lincoln Green with darker green interior upholstery, the latter original and charmingly patinated. Basic re-commissioning was carried out just prior to purchase in 2013. More recently the car has benefited from the attentions of renowned marque specialists Red Triangle of Kenilworth, Warwickshire at a cost of some £12,000.

The Alvis has now been thoroughly re-commissioned and upgraded where appropriate. Offered with sundry invoices and a V5C registration document, 'DUL 601' represents a wonderful opportunity to acquire one of the finest of British 'Post-Vintage Thoroughbreds', expertly re-commissioned mechanically and ready for further cosmetic improvement should the fortunate next owner so desire.

**£50,000 - 70,000**

**€70,000 - 98,000**



425 N

**1928 LANCIA LAMBDA 7TH SERIES  
WEYMANN LIMOUSINE**

Chassis no. 18099  
Engine no. 8129

- *Highly original*
- *Full running order*
- *5 owners from new*





Resident in Portugal since new, this Lancia Lambda limousine has not had a complete restoration in its lifetime. The bonnet, wings and boot lid appear to have been repainted many years ago and are nicely patinated, while there are no signs of damage anywhere. All the Weymann body joints are present and the structure is still covered by the original material. Important parts like the correct door locks, hinges, securing bolts and Weymann license plates are still in place, indicating that in all probability the body has never been taken off the chassis.

The chassis and underside are good, having recently been sympathetically refurbished by dry-ice blast-cleaning and Lanolin preservation. A lot of the structure has never been dismantled and there are bolts that have never been undone since the car left the factory 80-plus years ago. Even the exhaust system appears to be the original mild steel one, showing only minor signs of repair.

The suspension, brakes, engine and gearbox are in fine running condition, having benefited from careful servicing and maintenance. Worn parts have been replaced whenever necessary and a modern fuel pump installed for safety and reliability (original system with car). The electrical wiring would be improved cosmetically if some of the plastic-insulated repair sections were replaced with period-correct fabric-insulated cable.

On the road the Lambda drives smoothly and effortlessly with good oil pressure and smooth gear shifting, the engine and transmission making no unusual noises.

The entire interior is well preserved, the inlaid woodwork of the door cappings being in good order. Items such as the door lock opening straps have survived in original condition, while the leather straps to adjust the angle of the backrests have been carefully restored using as much original material as possible. All the original leather seats are well preserved and even the carpets are original. The dashboard is well equipped with mostly all original instruments and switches.

Recently re-commissioned, this Lambda has had only five owners from new and has been in a private collection since 2011. It was last registered in Portugal in 2008 and comes with Certificado de Automóvel Antigo (CPAA) and old Portuguese registration documents dated 1928, 1937 and 1958. This car does not need a restoration and waits only for a new owner willing to maintain its exceptionally original condition.

**£65,000 - 85,000**  
**€91,000 - 120,000**

426

*The ex-Stirling Moss family*

## 1929 ROLLS-ROYCE 20/25HP 'WOODIE' ESTATE CAR

Registration no. PG 6659

Chassis no. GXO85

Engine no. Z7D

- Early production chassis
- Used by Stirling Moss's father to transport Stirling's Cooper racing car



Production of the Rolls-Royce 20/25hp commenced with the 'GXO' chassis series, the first of which was off test in August 1929. Tom C Clarke's definitive work, *The Rolls-Royce 20/25HP*, lists chassis number 'GXO85' as completed with limousine coachwork by Connaught and first owned by one T B Desnos. It is not known when the current body was fitted.

The immediately preceding owner purchased the Rolls-Royce in 1998 from an elderly gentleman who lived abroad. It is understood that he had last driven the car (which is believed to have belonged to his father) in 1959, on which occasion he had backed it into a bollard on Boat Race night, damaging the tailgate. He then returned the car to the barn at the family home where it remained for the next 40 years.

Having purchased the Rolls with the intention of restoring it, the preceding owner then consigned it to his own barn for the next ten years. When he collected the car an elderly lady neighbour informed him that it had once belonged to 'a famous racing driver' and subsequently it was ascertained that it had belonged to Stirling Moss's father.

At his 80th birthday celebrations at *Motor Sport's* offices, Stirling confirmed that a horsebox transporter was hooked up to the Rolls to take him and his racing car to his first ever event. It is still fitted with the tow-bar.

While the Rolls was in the previous owner's possession, the wheels were rebuilt and tyres fitted; the engine and gearbox were removed, and the cylinder head, block and crankcase separated for inspection. 'GXO85' was in this partly dismantled state when it was purchased by the current vendor at Bonhams' sale at the R-REC's Annual Rally in June 2009 (Lot 205). The engine has since been rebuilt and the body's timber framework replaced where appropriate, leaving the next owner to complete the restoration. The Rolls was driven a short distance with brakes, steering and gearbox all functioning well. Accompanying paperwork consists of sundry invoices, an old-style logbook and a V5C registration document. A super opportunity to acquire a rare sporting Rolls with a racing association.

**£20,000 - 30,000**  
**€28,000 - 42,000**



427

## 1939 LAGONDA V12 SEDANCA DE VILLE PROJECT

Coachwork by James Young

Registration no. FYO 385

Chassis no. 18018

Engine no. 18018

- *40 plus years in store*
- *V12 engine*
- *Exciting restoration opportunity*



Presented in 'barn find' condition after 40-plus years in storage, this James Young-bodied Lagonda V12 is the ninth example on the 'long' (11ft. 6in. wheelbase) chassis to leave the factory. 'FYO 385' was first registered in London in 1939, and is believed to have had the Consett Iron & Steel Company as its first owner, possibly for the chairman's use. Equipped with an electrically operated internal division and a retractable roof, it would have been eminently suitable for the purpose. The interior is upholstered in brown leather and features two occasional fold-up seats to the rear, one at each side.

The present owner acquired the Lagonda in the late 1960s when it was still driveable but untaxed and in need of some mechanical attention to make it fully roadworthy. Intending to refurbish/restore the car, he put it into storage until such time as he could commence the work. Other matters absorbed his attention, and the big Lagonda has remained untouched to this day.

The owner now realises that he will never complete the project and feels that it is time for this imposing carriage to go to a fortunate new custodian to receive the attention it deserves. At the time of consignment it was noted that the engine turned with a starting handle, and that the clutch operated.

When the vendor purchased 'FYO 385' it had an old-style RF60 buff logbook, and a V5 was subsequently obtained. Unfortunately these documents have been mislaid, but the vendor hopes to find them prior to the sale. As a precautionary measure he has applied for a duplicate V5C which should arrive before the sale. If the RF60 is not discovered before the sale the vendor will forward the document if/when it is found.

Offered for restoration and sold strictly as viewed, this imposing conveyance offers what must surely be an increasingly rare opportunity to obtain an unmolested restoration project of this type.

**£15,000 - 20,000**

**€21,000 - 28,000**

428

**1934 TALBOT AV105 'ALPINE REPLICA' TOURER**

Registration no. CGW 5

Chassis no. 35448

Engine no. AV328

- *Original 105 re-bodied to works rally specification*
- *Fully restored by marque specialists*
- *Extensive history file*





'The international reputation achieved by Talbot products has gained an added lustre through racing successes, but is fundamentally based upon the good repute which these cars enjoy amongst Talbot owners in all countries. The make is definitely numbered in that select group of cars of distinction which endear themselves to the heart of the true enthusiast.'  
*The Motor*, May 1935.

The most successful division of the Anglo-French Sunbeam-Talbot-Darracq (STD) combine, Talbot might well have escaped takeover by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s.

Talbot's Chief Engineer from 1916, Roesch rescued the company from the brink of failure with the launch of the 14/45. Introduced in 1926 as the basis of a one-model policy, the 14/45, like all Roesch's Talbot creations, was powered by a smooth and flexible six-cylinder overhead-valve engine endowed with a remarkably high output for its size.

Abandoning the one-model programme, Roesch developed the 14/45 to produce the 75 and 90 models, the latter setting Talbot on the path towards renewed sporting success. 1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous 'traffic clutch' which permitted automatic upward gear selection. Also new for '35 were a dropped chassis frame and a 3.4-litre model - the 110 - that would turn out to be the ultimate Roesch Talbot. One of the great makes of the 1930s, Talbot was axed by new masters Rootes in 1937.



Talbot's reputation for producing highly effective competition cars owed a lot to the efforts of the Tolworth-based motor dealership and racing preparation specialist, Fox & Nicholl who had looked after the works team since 1930. In that year the Talbot 90s dominated the 3-Litre class in prestigious international events such as the Le Mans 24-Hour race, despite displacing only 2.3-litres.

This run of success continued when the full 3-litre Talbot 105 became available. Famously registered 'GO 51' to 'GO 54' consecutively, the first four Fox & Nicholl Talbot 105s enjoyed an outstanding run of successes during the 1931 season, highlights of which included 1st, 2nd and 3rd in class at the Brooklands 'Double Twelve' and 3rd overall at Le Mans (1st un-supercharged car). The successes continued in 1932 with 1st, 2nd and 3rd in class at the Brooklands 1000 mile race, 3rd overall again at Le Mans and 1st and 2nd overall in the Brooklands 500. In addition a solo attempt at the Mille Miglia was one of the great "might have beens" with GO53 finishing 25th after crashing at 900 miles when lying 4th overall.



Talbot 105s also dominated the Alpine Rallies of the early 1930s. In 1931 a single entry of a car of "GO" specification driven by Humfrey Symons lost no marks and won a Coupe des Glaciers. The following year a team of three cars with Vanden Plas tourer coachwork finished without any penalties, winning the Coupe des Alpes outright. In 1934 a team of 3 production chassis carrying a modified version of the 1931/2 racing coachwork repeated the 1932 triumph. These were the famous "BGH" cars

Given the model's amazing competition record, it is not surprising that many ordinary Talbot 105s have been converted into replicas of the works Alpine Rally team cars, that offered here being one such. Ownership of 'CGW 5' can be traced back to 1958 when it was a James Young saloon owned by K.D. Grose. It then passed into the hands of Bert Scates who had worked for Clement Talbot when the car was built. Renowned Roesch Talbot specialist Ian Polson owned it from 1970, selling to Dr Richard Raynes in 1984 who commissioned a complete mechanical restoration.

The current vendor purchased the Talbot in 1988. Ian Polson continued the project, constructing the Alpine Replica coachwork using a Nick Jarvis frame, while John Foy of Royston was entrusted with trimming the interior. The restoration was completed around 1993. Since then some 5,000 miles have been covered and for the last 20-or-so years the car has been looked after by the highly respected Dunmow-based marque specialist Arthur Archer, who has serviced it and made various improvements. The Dynastart was rebuilt by Archer's in 2014 and the car benefits from a recent service by them. Works covering the period total circa £16,000. Details are contained within the extensive history file, viewing of which is highly recommended.

Offered with V5C registration document, expired MOTs dating to 1996 and Talbot six-cylinder handbook, 'CGW 5' represents a wonderful opportunity to acquire a Talbot 105, rebuilt to the desirable works team car specification and fastidiously maintained ever since.

**£120,000 - 160,000**  
**€170,000 - 220,000**

429

*Offered from a deceased's estate*

## **1948/1980S JAGUAR 3½ LITRE REPLICA**

Registration no. JYP 891

Chassis no. 414778

Engine no. Z15555(see below)

- *Accurate replica*
- *Traditional coachbuilt bodywork*
- *5 speed gearbox*



SS factory publicity described the sensational new SS100 as 'primarily intended for competition work' and 'sufficiently tractable to use as a fast tourer without modification'. The Heynes-designed overhead valve engine was capable of giving the car a genuine 100mph performance and the styling of the new sports two-seater reflected William Lyons' influence at its very best. William Heynes's appointment as Chief Engineer at Coventry was a masterstroke and Lyons went on to recruit gas-flow consultant Harry Weslake to further develop the sporting engines fitted to the SS range. The SS100 was launched to much acclaim in 1936 and marked the company's first use of the 'Jaguar' name.

The SS100 was shorter than its SS90 predecessor, employing a 102inch wheelbase chassis, and early models were equipped with the six-cylinder, 2,663cc Standard engine. Weslake's technical genius enabled this unit to develop 104bhp, breathing through twin SU carburetors. For the 1938 season the 3,486cc engine was offered as an option for a further £50 – excellent value for the extra grunt offered by this powerful unit.

The SS100 quickly made its mark in competition, Tommy Wisdom, crewed by his wife, taking the victor's laurels in the International Alpine Trial in 1936, bringing the fledgling SS marque to the attention of the continental public. This was just the start of an illustrious competition career for the SS100, the likes of Jaguar dealers Sammy Newsome and Ian Appleyard continuing its competition successes. SS100s achieved class wins in the testing RAC Rallies in 1937 and 1938 and won the Alpine again outright in 1948. Production was curtailed in 1939 upon the outbreak of war, by which time 190 or so of the 2-½ litre cars had been manufactured and 118 of the later more powerful 3-½ litre cars had left the production line.

With such low production numbers original cars are highly prized and inevitably, with demand exceeding supply, a number of specialists have over the years constructed convincing replicas of the stylish SS100. JYP 891 is such a car although sadly records do not indicate precisely when this car was constructed or the name of the constructor.



It is known that it was in much its present form in 1988 although subsequent enhancements to its specification have taken place. It appears that the donor vehicle was a 1948 Jaguar 1½-litre. Roger Vincent of Taunton acquired the car in 1988 and it is thought that during his ownership the present post-war 3½-litre Jaguar engine was fitted (the V5C document records engine number Z15555 but this may well be 715555). The sporting coachwork has been constructed using traditional coachbuilding methods and is presented in dark green livery with green leather upholstery and green leather-bound carpets.

Driving equipment includes Lucas headlamps, an 'owl-eye' rear lamp cluster, twin Lucas New Alto horns, Raydyot rear view mirror, quick release petrol filler cap and twin aero screens. Build quality is generally to a good standard including such detail as armoured cable wiring, stainless steel exhaust and correctly engraved SS knock on wheel spinners. In 2010 SS specialist David Davenport fitted the recognised and widely used conversion of a Type 9 Ford gearbox, thus enhancing the driving experience.

The late owner, an engineer, maintained detailed records of all work carried out during his ownership, including major engine work completed in the 1990s and again in 2011/12 and repair work following a minor accident in 2009. We recommend inspection of these logs. Owing to the late owner's illness the car has not been run for some time and the usual checks and servicing are recommended before use.

The car is offered with many invoices for work completed together with the late owner's technical drawings and notes. It comes with a copy of the Jaguar 1946-1948 Service Manual, old MOT certificates, expired tax discs, old style V5 and current V5C document.

**£50,000 - 60,000**  
**€70,000 - 84,000**

430

## 1909 RENAULT 8HP AX TOURER

Registration no. BF 5993

Chassis no. 17865

Engine no. 5283

- *Ex-Sharpe Collection*
- *VCC dated*
- *Ready to use*



The company that would become France's biggest automobile manufacturer was founded by Louis Renault and his brothers Marcel and Fernand in 1898. From the outset Renault engineering was of the highest quality. By 1904 Renault was building its own engines: large-capacity fours at first followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability.

The unreliability of early cars had provided good cause for public scepticism but the advent of the AX ushered in a new era. Here was an easy-to-drive car of simple design, whose mechanical workings even a technically illiterate layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, while the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in top gear, clinging to that gear on all but the steepest gradients.

Formerly part of the celebrated Sharpe Collection, this particular AX comes with a Veteran Car Club dating and identification report containing details of factory records showing its import to the UK in 1909. The report also contains copies of factory brochures, etc. The car also has a full VCC dating certificate and dating plaque. Records held by the Renault Frères Club show that it was originally purchased by one R J Dickinson before passing to John Walker of Dumfries and then the Sharpe Collection.

The original registration number 'V 843' is still attached to the car, although the DVLA have now issued the registration 'BF 5993'. We are advised that enquiries made with the DVLA indicate that with further research and evidence the original registration number may be retrieved. Since its acquisition by the current owner in 2005, the car has been re-commissioned from its museum storage and is in full working order. It is nicely patinated, with an original hood fitted. This car is eligible for many events arranged by the Veteran Car Club of GB and also the popular Renault Frères club. Accompanying paperwork consists of the aforementioned documentation, a V5 registration document, and a copy of the car's entry in the Sharpe Collection auction catalogue.

**£20,000 - 25,000**

**€28,000 - 35,000**



431

## 1914 BELSIZE 'GOWN' VAN

Coachwork by William Vincent Ltd, Reading

Registration no. K 471

Chassis no. to be advised

- *Exceptionally rare*
- *Beautifully restored*
- *Superb advertising tool*



The Belsize Motor & Engineering Company was founded in Manchester in 1902, though the first cars to bear the name had appeared the preceding year, built by Marshall & Company, also of Manchester. Modern in conception, the first Belsize featured shaft drive and a twin-cylinder Buchet engine equipped with mechanical inlet valves at a time when many of its rivals relied on the inefficient 'atmospheric' type.

A larger three-cylinder 20hp model was offered at this time and then in 1906 an overhead-valve 'six' was announced. However, it was Belsize's more modest smaller cars that established its reputation. These were powered by conventional four-cylinder sidevalve engines built in unit with the transmission, and had shaft final drive. Larger models continued to be catalogued after WWI and then in 1921 a true light car was added to the range, powered by a 1.1-litre 'oil-cooled' v-twin engine designed by Granville Bradshaw.

Despite the lack of success of this first Belsize-Bradshaw, that name came to be applied to models by 1924. Sadly, the marque did not survive the post-war economic downturn and was gone by 1926.

This rare Belsize van was first owned by Wellsteeds of Reading, a drapery, millinery and ladies' tailoring firm, which commissioned local coachbuilder William Vincent Ltd to construct the special body, intended for the transportation of ladies' gowns and other attire. The vehicle later passed to the Belsize Collection in the ownership of Robert Barker & Sons of Brookside Garage in Trawden, Lancashire. Beautifully restored, albeit at date unknown, it comes with a V5 registration document and a delightful bill, discovered between the seats, dated 7th June 1915 and made out by Wellsteeds to a Mrs Payne of St Peter's Hill, Caversham.

**£27,000 - 30,000**

**€38,000 - 42,000**

**1909 BELSIZE 14/16HP 'ROI DES BELGES' TOURER**

Registration no. BT 493

Engine no. G78

- *Oldest Belsize known*
- *VCC dated*
- *Older restored example*



The Belsize Motor & Engineering Company was founded in Manchester in 1902, though the first cars to bear the name had appeared the preceding year, built by Marshall & Company, also of Manchester. Modern in conception, the first Belsize featured shaft drive and a twin-cylinder Buchet engine equipped with mechanical inlet valves at a time when many of its rivals relied on the inefficient 'atmospheric' type. A larger three-cylinder 20hp model was offered at this time and then in 1906 an overhead-valve 'six' was announced. However, it was Belsize's more modest smaller cars that established its reputation. These were powered by conventional four-cylinder sidevalve engines built in unit with the transmission, and had shaft final drive.

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Registered as 'BT 493', this particular Belsize is, as far as known, the oldest four-cylinder model out of the few (approximately 12) cars that have survived. The Belsize was purchased new by a motor engineering company in Drifffield, East Yorkshire and used for business purposes until they thought it was too old, at which time it was parked in a corner of their garage.

It lay there until 1951 when Mr David Milnes of Kirkella, Humberside, heard about it and purchased the car (see press cuttings on file). He restored the upholstery and paintwork, although the car was in substantially good and original condition. During his ownership the Belsize was entered in various classic car events all over the country, amassing a large collection of awards, and on one occasion entered it in a Veteran and Vintage rally in Dieppe.



The car was owned by Mr Milnes until his death and then sold via a Leeds auction in 1984, being purchased there by Mr Bob Wilson, an antique collector. The next owner, Mr Tim Scott, purchased the car in 1986 from Mr Wilson and used it for approximately 18 months before deciding to totally restore it, with special attention being paid to retaining originality. The vendor advises us that it is still roadworthy, benefiting from new tyres and inner tubes fitted less than 50 miles ago.

There is a large history file containing the aforementioned containing press cuttings, Belsize factory history, photographs of the 1986/87 restoration, VCC dating certificate, V5C registration document, copies of The Autocar articles from 1909, copy owner's manual and a quantity of expired MoT certificates.

**£45,000 - 55,000**

**€63,000 - 77,000**



## C.1925 HISPANO-SUIZA 20CV I6 RESTORED ROLLING CHASSIS

Chassis no. 20004

- *Superbly engineered*
- *Believed unique*
- *One of six made*



The choice of European royalty, Indian maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers. Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI. During that conflict, Hispano engines had powered some of the Allies' finest fighter aircraft and the first post-war Hispano drew heavily on this expertise, being powered by a Marc Birkigt-designed, 6,597cc, overhead-camshaft six derived from one half of a proposed V12 aero engine. A seven-bearing design enjoying the benefit of pressure-fed lubrication, the latter was built in unit with the three-speed gearbox and featured aluminium-alloy pistons running in steel cylinder liners screwed into the light-alloy block.

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence. The H6 combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and the United States' luxury marques.

This success led to the introduction of two smaller but closely related Birkigt designs based on his H6, which were developed in France but earmarked for production at Hispano's factory in Barcelona. These were the four-cylinder 2.5-litre T48 and six-cylinder 3.7-litre T49. Chassis layout followed that of the Paris-built H6, featuring semi-elliptic springing all round and torque-tube drive, as did that of the overhead-camshaft engines, which delivered 60 and 90bhp respectively. These two 'T' series models were in production from 1924 until 1933. *Motor Sport* reported in June 1950, "up to, say, 50 mph, even the 45hp does not accelerate very much faster than the 27hp. The acceleration, braking and handling qualities of the car, however, combine to produce a vehicle which achieves averages which are somewhat astonishing in relation to its maximum speed."

This exceptionally rare, possibly unique I6 was purchased by the vendor's father from Stephen Langton in 1981 as a non-running rolling chassis in need of restoration. At the time its origins were unknown and the receipt merely describes it as a '1925 Hispano Suiza chassis no 20004'. The owner's investigations first determined that it was a French car and that it had a 20CV engine and short-wheelbase chassis (the engine and chassis numbers are consistent with the French factory). Further investigation revealed it was an I6, the French version of the Barcelona-built T49. This was confirmed by Mr Bernard Heurteux.



It is understood that six cars were built but it is not known how many were sold as there was little demand for the I6 in France, whereas the T49 was successful in Spain. Early theories were that the I6 cars were built as prototypes for the T49 production model as this was common practice; however, there is no actual evidence for this.

The 'find' was written about in *Thoroughbred & Classic Cars* (August 1982 edition) in their 'Unearthed' column under the title 'High Society'. This attracted the interest of the only remaining Hispano-Suiza club, the Hispano-Suiza Society in California. Initially they were sceptical as they had not heard of such a model and the books published by experts had not mentioned it before. However, as revealed in Issue 31 of their newsletter in January 1983, they had become convinced by a number of factors: the 'I' chassis prefix was missing from the known designations; chassis and engine numbers proved to be French; an expert, Bernard Heutreu came up with a contemporary French brochure advertising the I6 20CV chassis. In addition, the vendor's father discovered an advertisement placed by Hispano-Suiza in *The Motor* from 1927 for the I6 20CV chassis, which was priced at £1,150.

Photocopies of the aforementioned *T&CC* article and related correspondence are on file together with the H-S Society newsletter and a quantity of other correspondence acquired during the investigations and search for parts needed to complete the chassis restoration. The latter was undertaken in the 1980s and '90s; however, its late owner never did get around to having a body made before he passed away. Recently re-commissioned, the car is now running and driving under its own power, ready to accept coachwork of the purchaser's choice.

Sold strictly as viewed, '20004' represents a rare opportunity to acquire an almost certainly unique motor car from one of the world's most prestigious makes.

**£50,000 - 70,000**

**€70,000 - 98,000**

434

## 1948 BENTLEY MKVI 4¼-LITRE DROPHEAD COUPÉ

Coachwork by I Wilkinson & Son Ltd

Registration no. HXN 10

Chassis no. B99AJ

Engine no. B179A

- Celebrated MKV1 model
- Fully restored
- Wonderful styling
- £50,000 expenditure



The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

In a break from the coachbuilt tradition the new standardised body was made of pressed steel panels welded together. It was available at first only on the MkVI Bentley, though customers could still opt for a coachbuilt alternative. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and Rolls-Royce Silver Dawn) measuring 10' exactly.

Notable features were independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring inlet-over-exhaust valve gear and breathing through a Stromberg carburettor (Rolls-Royce) or twin SUs (Bentley).

The decision to offer a complete car with 'in-house' bodywork had been dictated by harsh economic reality. 'Export or die' was the watchword of the late 1940s and the manufacture of standardised steel-bodied cars was essential to selling in sufficient quantities to overseas markets where the environment was inappropriate for the traditional coachbuilt body, with its ash framing and aluminium panels.



Nor were any of the established coachbuilders capable of making the costly investment in new plant and equipment to produce standardised bodywork, so Rolls-Royce established production facilities in which bodies were built to their exacting standards by one of the leading experts in this form of construction, the Pressed Steel Company. Additionally, facilities had to be installed at the Crewe factory for the high-quality interior trim, woodwork and paintwork that set Rolls-Royce and Bentley cars apart from the products of lesser companies. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically-styled Standard Steel bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

The *Autocar* magazine was highly impressed with their MkVI test car in the Spring of 1950. 'Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars. Years of painstaking research and development with mechanical perfection as the goal show their results unmistakably. Smoothness and quietness and sheer quality are in the superlative.'

With the passage of time many MkVIs have lost their original bodywork, in many cases because it had deteriorated beyond economical repair. This particular example, chassis number 'B99AJ', has been re-bodied with drophead coupé coachwork by I Wilkinson & Son Ltd of Derby, the transformation being carried out as part of a full restoration undertaken during 2010/2011.

The interior upholstery and convertible hood are the work of D Beswick, also of Derby. Related invoices on file total some £50,000. Described by the private vendor as in generally excellent condition, starting readily, running smoothly and with no smoke or unusual noises, the car is offered with the aforementioned invoices, (copy) old-style logbook and V5 registration document.

**£40,000 - 50,000**

**£56,000 - 70,000**

435

## 1936 DAIMLER LIGHT 20 DROPHEAD COUPÉ

Coachwork by J Moreton

Registration no. EHK 895

Chassis no. 42736

Engine no. 25557

- Restored example
- Much rallied
- Three-position drophead coupé



One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. The adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish Daimler as a marque committed to engineering excellence, a policy which continued in the 1920s with the introduction of the 'Double-Six' - Britain's first V12.

A new range of sleeve-valve sixes was introduced for 1926, and these chassis began to attract an increasing proportion of owner-driver coachwork. This trend continued with the introduction of the first of Daimler's pushrod overhead-valve sixes - the 1,805cc Fifteen - in 1933. The range expanded and in 1936 a larger owner-driver six, the Light 20, was introduced. This new model was powered by a 2,565cc fixed-head engine, which drove via Daimler's trademark Wilson pre-selector gearbox. At 114", the wheelbase was shorter than that of the superseded LQ20, making for a lighter and faster car, while this improved performance was restrained by Girling mechanical brakes. Apart from styling differences, the Light 20 was identical to the Lanchester 18.

With the passage of time, many cars of this period have lost their original bodywork, in many cases because it had deteriorated beyond economical repair, and this Daimler Light 20 has been re-bodied with three-position drophead coupé coachwork by J Moreton of Staffordshire, the transformation being carried out as part of a full restoration undertaken during 1999/2000 (photographs on file).

Since completion the car has been maintained regularly and used for rallies, etc. Described by the private vendor as in generally excellent condition, starting readily and ticking over smoothly, 'EHK 895' comes complete with jack, starting handle and some other tools. Accompanying documentation consists of the aforementioned photographs, sundry restoration invoices and a V5 registration document.

**£18,000 - 22,000**

**€25,000 - 31,000**



436

## 1912 RENAULT AX TOURER PROJECT

Chassis no. 575

Engine no. 3385

- *Popular veteran*
- *Much work completed*
- *Rewarding project*



Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1 $\frac{3}{4}$ hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first, followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability. The unreliability of early cars had provided good cause for public scepticism but the advent of the AX, destined to become Renault's pre-WWI best seller, ushered in a new era.

Here was an easy-to-drive car of simple design, whose mechanical workings even a technically illiterate layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in its uppermost ratio, clinging to that gear on all but the steepest gradients.

This Renault AX was acquired by the vendor as a rolling chassis around ten years ago, since when a considerable amount of restoration has been accomplished. Works carried out include renovation of the wood-spoked wheels; having the complicated shaft connecting the clutch to the gearbox manufactured professionally; and fabricating the all-important under-tray, essential for Renault cooling systems. Seasoned ash has been used in constructing the two-seater body, which is almost finished, while it should be noted that the transmission lacks a prop shaft. With relatively little work to do and the addition of the seats, this car represents a worthwhile and potentially very rewarding project to revive one of the most collectible small Renaults so popular with VCC and Renault Frères Club. There are no documents with this Lot.

**£12,000 - 15,000**

**€17,000 - 21,000**

437

## 1949 MG MIDGET TC ROADSTER

Registration no. to be advised

Chassis no. TC7554

Engine no. to be advised

- *XPAG engine*
- *Distinctive looks*
- *Restored example*



The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors. A larger car than the preceding PB, the TA featured a new longer-wheelbase chassis and offered increased passenger room inside more spacious bodywork, thus starting the process which would see the Midget grow in refinement, and weight, as the years progressed.

Three years later the outwardly-similar TB Midget debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit which would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity than its predecessor the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient to propel the Midget to a top speed approaching 80mph.

Announced late in 1945, the TC Midget was based on the 1,250cc XPAG-powered TB of pre-war days and possessed comparable performance (top speed was around 78mph) while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC which was responsible for starting the American love-affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

This right-hand drive TC had already been fully restored in the USA prior to its recent importation from that country. Finished in red with tan hide interior, the car is described by the vendor as in generally good condition, currently displaying a total of 596 miles on the odometer, which may well be the distance travelled since the restoration. The car is expected to possess a V5C registration document by time of sale.

**£22,000 - 26,000**

**€31,000 - 36,000**

438

## 1922 DURANT B-22 TOURER

Registration no. BF 5429

Chassis no. DY 14065

Engine no. DY 14065

- Rare 6-cylinder
- Restored example
- VSCC eligible



Having been forced out of General Motors – a company he founded – William C Durant began rebuilding his automotive empire, incorporating Durant Motors in New York in January 1921. Competing with the mid-priced Chevrolet, the company's first product was the 35hp four-cylinder Model A, which was joined the following year by the 70hp six-cylinder B-22. Built in the former Sheridan plant at Muncie, Indiana and powered by an Ansted engine, the B-22 was catalogued for just three years (1922-1924) and today survivors are rare.

In 1922 Durant introduced the Star, intended as competition for the Ford Model T, and later that year acquired the bankrupt Locomobile, which gained him entry into the luxury-car market sector. Following the General Motors policy of offering cars in every price bracket, Durant continued to expand, introducing the Chrysler-competitor Flint in 1923 and establishing the Mason Truck Company. Like many of his contemporaries, Durant was crippled by the Wall Street Crash of October 1929. Production plummeted, and despite receiving approximately \$90 million of its owner's own money, Durant Motors was gone by 1933.

The current vendor purchased this rare Durant six earlier this year from the gentleman who imported it from the USA in 2008 (purchase receipt on file). After doing some minor work on the car to get it roadworthy, the owner registered it in 2010 and drove it occasionally in the summer for the next five years. The previous owner has told the vendor that a lot of money was spent on this vehicle over the last 5-6 years to include a complete overhaul of the carburettor, new exhaust, new 6-volt electronic fuel pump, new 6-volt battery, brightwork re-plated, new fuel lines and filter, indicators fitted, new spark plugs, etc.

However, it should be noted that there are no supporting receipts. Accompanying documentation consists of the aforementioned purchase receipt, a copy of the US Certificate of Title, some expired MoT certificates and tax discs, numberplate authorisation certificate, vehicle release note and a V5C registration document. The car also comes with an owner's manual and four *Durant Owners' Club* magazines.

**£18,000 - 24,000**

**€25,000 - 34,000**

439

Left-hand drive

## 1970 JAGUAR E-TYPE SERIES 2 ROADSTER

Registration no. not UK registered

Chassis no. 1R12801

- *Iconic design*
- *4.2-litre engine*
- *Driving well*



'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150.

An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. In 1965 the 4.2-litre version arrived boasting a more user-friendly gearbox with synchromesh on first gear alongside the bigger, torquier engine.



Proposed changes in United States automobile legislation would eventually result in the revised Series 2, announced in October 1968, though modifications began to be phased in during 1967.

Externally the Series 2 was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats and collapsible steering column. Beneath the skin, Ad-West power steering, Girling brake callipers and an up-rated radiator were among the many Series 2 mechanical improvements.

This left-hand drive Series 2 roadster was imported from the USA and comes with a State of Northern California Certificate of Title issued in January 1988, at which time the odometer reading was recorded as 52,048 miles.

The car is finished in red with back leather interior and is described by the vendor as in generally good condition. Accompanying documentation consists of the aforementioned Certificate of Title, importation paperwork and HMR&C letter confirming duties and VAT paid. The vehicle is therefore ready for registration within the EU.

**£35,000 - 40,000**

**€49,000 - 56,000**

440

## 1980 RANGE ROVER 4X4 ESTATE

Chassis no. LHABV1AA103581

Engine no. 3413 4452

- *Early 3 door example*
- *Extensively restored*
- *3½-litre V8 engine*



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache.

A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

This early Range Rover was sold new on 1st January 1981 via Dutton-Forsshaw, Blackpool equipped with the desirable options of Sundym glass and power-assisted steering. No subsequent history is known until 2007 when the car was acquired by the previous owner. The latter intended to restore it but never started the project and the Range Rover was still in need of restoration when it was acquired by the current vendor in December 2013. Since then the chassis has been fully restored and under-sealed, the body treated to a bare-metal re-spray, and the engine and transmission reconditioned. In good condition for its age, the original Palomino Beige velour interior (the so-called 'teddy bear' trim) was left untouched. Described as in generally very good/excellent condition, the car is offered with its original logbook and V5 registration document. The provision of electronic ignition is the only notified deviation from factory specification.

**£12,000 - 15,000**

**€17,000 - 21,000**

441 N

## 1984 JAGUAR XJ-S V12 LYNX EVENTER

Registration no. PML 539

Chassis no. SAJJNAEW3BC113109

- *Lynx modified*
- *72,000 miles*
- *155mph estate*



'On the road there was nothing untoward about the Eventer's behaviour, no unwanted wind noise and no diminution of the XJ-S's unquestionable performance. Unlike so many estate car conversions over the years, the Eventer looks as though it has been conceived as a single, unified design, not as an afterthought...' – *Motor Sport*.

Conceived as a luxurious and long-legged Grand Routier, the XJ-S, though by no means a small car, afforded precious little in terms of interior space: two adults and an overnight bag being about the limit if its comfortable capacity. In the absence of a factory 'estate' it was left to the Hastings-based restorer and coachbuilder Lynx to exploit the model's full potential. Lynx had every reason to be confident that such a market existed, given the success of the 'sports estate' concept in the form of the Reliant Scimitar GTE and Lancia Beta HPE. In reconfiguring the XJ-S, Lynx extended the roof, moved the rear seats back, repositioned the fuel tank and added a tailgate, thus providing increased passenger leg room and an impressive claimed 23.75cu ft of load space with the seats up, almost 42cu ft with them folded flat.

Lynx's conversion added £6,950+VAT to the £21,000 list price, making Eventer ownership the privilege of a wealthy few. Even today there are few cars that combine near-silent 155mph performance with the luggage capacity of a family estate.

Number '20' of the Eventer production sequence, this V12-engined, automatic transmission example was first registered 'A6 BEB' and owned originally by a Mr David Barnes of Kent, who kept it until 2009 when the car was sold to the current vendor. At time of acquisition the recorded mileage total was 60,392, to which the vendor has added a further 11,500-or-so over the course of the last six years, making the current total 72,000 miles. The car has been restored twice, in 1999 and again in 2010, the exterior colour being changed from brown to black at the latter date. The front seats and headlining are new. Never accident damaged, the Eventer is described by the private vendor as in generally very good condition, with no transmission problems and all electrics working. Accompanying paperwork consists of an old-style logbook; current MoT certificate; Belgian registration document; a UK V5; and bills relating to the 1999 restoration.

**£30,000 - 35,000**

**€42,000 - 49,000**

442 N

Left-hand drive

## 1996 FORD ESCORT RS COSWORTH HATCHBACK

Chassis no. WFOBXXFKABSK03626

Engine no. to be advised

- 13,800kms from new
- 0-60 in 6.2 seconds
- Family owned from new



Intended to spearhead Ford's international rallying campaign, the Escort RS Cosworth made its winning debut in Spain's Talavera Rally in 1990. Production commenced in 1992 and the car entered World Rally Championship competition the following year, enjoying outstanding success in the hands of works drivers François Delecour and Miki Biasion.

Although the RS Cosworth strongly resembled the Escort road car, it was in fact based on a shortened Sierra 4x4 floor pan and used the latter's running gear. The power unit was Cosworth's familiar, 2.0-litre, 16-valve, four-cylinder turbo, in road trim producing 227bhp. All that horsepower in a nimble, compact car made for stupendous performance - 0-60mph in 6.2 seconds, 138mph top speed - and the end of production in 1996 was a sad day for many.

This left-hand drive, Italian-registered example has had only three owners, all within the vendor's family, having been purchased new by his grandfather directly from the local Ford dealership. It incorporates all the features one would expect from a car of this class including ABS, central locking, climate control and power assisted steering. Other noteworthy features include a larger-than-standard turbocharger and a Sierra Cosworth ECU.

Kept in a heated and dehumidified garage, the car is original and unmolested and has covered only some 13,800 kilometres (approximately 8,600 miles) from new. As one would expect of such sparing usage, it is presented in generally excellent condition. Its owner starts the engine every 1-2 weeks to bring it up to temperature, and the car also benefits from a changed cam belt; new oil, air and fuel filters; and new spark plugs, coolant and brake fluid. Finished in desirable Mallard Green with a grey Recaro interior, the latter described as perfect, this excellent - and very fast - example of one of the most iconic 'hot hatches' of the 1990s is offered with sundry service/maintenance invoices and fresh MoT certificate.

**£15,000 - 25,000**

**€21,000 - 35,000**



443

*Property of a deceased's estate*

## 2009 VOLKSWAGEN BEETLE 1.6 LUNA CONVERTIBLE

Registration no. PL09 AEW

Chassis no. WVVZZZ1YZ9M406878

- *Retro styling*
- *24,000 miles from new*
- *Ideal summer motoring*



Unashamedly cashing in on the reputation of the outstandingly successful original, Volkswagen introduced the new 'Beetle' in 1998, beating the similarly 'retro' Mini into production by two years. The concept originated at VW's California design studio in 1994 and was taken up by the factory, which launched the much-changed production version four years later. Its rounded shape meant that there was a slight penalty in terms of available interior space, but that did nothing to diminish the new Beetle's popularity, particularly among female buyers.

The new Beetle was based on the contemporary Golf platform, being similarly well built and dependable, and over the years has been available with a wide choice of engines, both petrol and diesel. Driver and front-seat passenger airbags were standard right from the start of production, making the Beetle one of the safest cars in its class, while the much publicised flower vase was an inspired touch. Far from being a 'niche market' model, the new Beetle proved so successful that demand quickly outstripped supply, particularly in the USA where dealers reported unprecedented interest.

This example of Volkswagen's popular 'retro' is the Luna model, a type newly introduced for the 2007 season. Available, as before, in either hatchback or convertible forms, the Luna came with a new 1.6-litre, 102bhp petrol engine as standard, which was more economical than the preceding 2.0-litre unit while still providing decent performance: 0-60mph in 11.6 seconds and a top speed of 111mph being claimed. It was also well equipped, boasting 16" alloy wheels; ESP (Electronic Stabilisation Programme) with ABS; twin front and side airbags with active front seat head restraints; a radio/CD player; electric windows; remote central locking; and an alarm/immobiliser. There was also a 1.4-litre version available.

Currently displaying a total of 23,910 miles on the odometer, the car is in generally very good condition apart from a scuff to the offside rear bumper, and is running and driving well, while the hood is in good working order.

**£5,000 - 6,000**

**€7,000 - 8,400**

444

First owned by *Black Sabbath* guitarist, *Tony Iommi*

## 1982 RANGE ROVER 'MONTEVERDI' 4X4 ESTATE

Coachwork by *Carrozzeria Fissore*

Registration no. OYH 555Y

Chassis no. SALLHARV1AA115843

Engine no. 11D01788

- *Monteverdi modified*
- *Fully restored*
- *Exceptionally rare*



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

The Range Rover Monteverdi was introduced at the Geneva Motor Show in March 1980. It was a four-door conversion of the two-door Mark 1 Range Rover, and while the design work was carried out by Monteverdi, the actual construction took place at Fissore's factory in Savigliano, the two-door cars being sent (complete with an extra set of doors) directly by Land Rover to the Fissore factory. Following the introduction of Land Rover's own four-door model in 1981, Monteverdi ended their conversions in 1982, by which time around 167 cars had been built.

This particular car was originally owned by Black Sabbath guitarist Mr Tony Iommi, who installed a powerful sound/music system, all of which comes with the car. The vehicle has undergone a comprehensive, fully documented, body-off restoration, including a bare metal re-spray in Ivory, which was completed in 2011. The restoration was carried out by Douglas Motors Ltd of Wolston, near Coventry at a total cost in excess of £25,000. The brown leather interior is all original.

A Mark 1 Range Rover in this condition is rare, but a Monteverdi limited edition is much rarer and even more exclusive. With its rugged and simple construction (in comparison to the later air suspension variants), this Range Rover is said to drive very well, boasting a strong 3.5-litre V8 engine and slick manual gearbox.

The Mark 1 Range Rover is an iconic fashion statement in its own right. This one comes complete with all manuals; original Monteverdi advertising literature; current MoT and a V5C document; and affords the opportunity for collectors to acquire to an appreciating British classic.

**£25,000 - 30,000**

**€35,000 - 42,000**

445

## 1974 BRISTOL 411 SERIES 4 SPORTS SALOON

Registration no. JHU 602N

Chassis no. 7723455

Engine no. H400 AC10622

- 6½-litre V8 engine
- Gentleman's Express
- Well cared for example



'The Bristol 411 is a car for the very wealthy but has many special virtues – this is a modern quality car of traditional British excellence.' – John Bolster, *Autosport*.

Bristol's long-running line of V8-engined sports saloons began back in 1961 with the 407, though in appearance the newcomer closely resembled the preceding six-cylinder 406. The adoption of 5.2-litre Chrysler V8 power came not before time, as Bristol's BMW-based engine had been effectively outgrown by the car's increasingly weighty coachwork. With a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car but one that nevertheless retained all the refinement and luxury associated with the marque. The chassis was updated, larger engines adopted and the styling periodically revised throughout the 1960s, this process culminating in the 411 of 1969, five series of which were made between then and 1975.

For the 411, Bristol continued with Chrysler engines but specified the 6.3-litre unit that produced 335bhp, an increase of some 85 horsepower over the '5.2'. There was a commensurate improvement in performance. John Bolster summarised the result in *Autosport*: 'Almost accidentally, the Bristol has become the fastest genuine touring saloon, beating the Mercedes-Benz 300SEL 6.3, both for maximum speed and acceleration.'

This Bristol 411 had been in the preceding owner's hands for 17 years when it was purchased by the current vendor in 2010. Since acquisition the car has been treated to a full, 'engine out' restoration, the paintwork, brakes, suspension, brightwork, interior woodwork and leather all receiving attention. In excess of £20,000 has been spent over the course of the last five years. Finished in Midnight Blue with pale blue/grey leather interior, 'JHU 602N' has the 400ci (6½-litre) V8 engine standard on the Series 4 and is equipped with the factory-optional sunroof and air conditioning. Accompanying documentation consists of sundry restoration invoices, MoT to September 2015 and a V5C document.

**£38,000 - 45,000**

**€53,000 - 63,000**

446

## 1990 JAGUAR XJ-S V12 CONVERTIBLE

Registration no. G385 SRH

Chassis no. SAJJNADW3DB171899

Engine no. 8S 076008 SB

- *JDHT certified*
- *Restored example*
- *Beautifully presented*



Introduced in 1983, Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodysells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. A conventional Convertible model arrived in 1988. Following the Cabriolet's deletion, both the Coupé and Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible was sold new via The Jaguar Centre, Hull to a Mr Higgins of Driffield, North Humberside. Its original registration number was 'G145 LAT'. The accompanying Jaguar Daimler Heritage Trust Certificate records the second owner as Driffield Land Rover, and there is a purchase receipt on file relating to the car's sale by Kings Road Garage, Berkhamsted to Mr Trevor Hancox in February 1997.

Following Mr Hancox's death, the current vendor, a professional body repair specialist, purchased the XJ-S from his widow in September 2011 with the intention of restoring it. Completed in December 2014, the works included fitting new front wings; rear wing arch repair panels; outer sills; rear inner closing panels; and all four lower corner panels, which was followed by a re-spray.

In addition, the hood, headlining, suspension bushes, front brake discs, three tyres and the battery were replaced, the wheels and sub-frame refurbished and the car fully serviced. Refinished in its original Signal Red, this truly stunning XJ-S Convertible is offered with the aforementioned JDHT Certificate, sundry restoration bills, current MoT and a V5C registration document. A total of approximately 85,000 miles is currently displayed on the odometer.

**£8,000 - 12,000**

**€11,000 - 17,000**

447

## 1988 RANGE ROVER VOGUE SE 4X4 ESTATE

Registration no. E509 FNU

Chassis no. SALLHAML3EA331449

Engine no. 25D12065B

- SE model
- 44,000 miles from new
- Much recent expenditure



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache.

A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

This well-equipped, automatic transmission Vogue model was purchased by the vendor from his company in 2014 and has always been maintained to the highest standard while in his care. Bills on file from West Hoathly Garage cover servicing for the period 2010-2015, while other works carried out include fitting a new upper tailgate, repainting the bonnet and replacing the distributor. The invoices total £8,388. Currently displaying a total of only 44,000 miles on the odometer, the car is described as in generally good condition, the engine running very well. Accompanying paperwork consists of the aforementioned service bills, current MoT and a V5C document. A MoMo walnut-rimmed steering wheel is the only notified deviation from factory specification.

**£5,000 - 8,000**

**€7,000 - 11,000**

**No Reserve**

448

## 1935 ARMSTRONG-SIDDELEY 17HP SALOON

Coachwork by Burlington

Registration no. CVX 627

Chassis no. 69030

Engine no. 4896

- *Ex-Tate & Lyle*
- *Handsome pre-war saloon*
- *Refined driving*



Armstrong Siddeley was created in 1919 by the fusion of the mighty Armstrong Whitworth engineering combine and the Coventry based Siddeley-Deasy company. Introduced in 1935, the 17hp Armstrong-Siddeley featured a six-cylinder overhead-valve engine of 2,394cc coupled to the firm's characteristic Wilson pre-selector four-speed gearbox. Three different chassis lengths enabled the 17hp to cater for sporting motorists, owner-drivers and the carriage trade, while mechanically the cars were conventional for the period, with semi-elliptic springs all round and mechanical brakes. Production of all types had amounted to just 4,260 cars by the time production ceased in 1939.

Manufactured in December 1935, this Armstrong-Siddeley 17hp carries saloon coachwork by Burlington, a company acquired by Siddeley-Deasy in 1913 and which later served as Armstrong-Siddeley's in-house coachbuilder.

'CVX 627' was first registered in 1936 to Mr W Gibbard, a director of the Tate & Lyle sugar company, who is understood to have been the son-in-law of Lady Lyle. Lady Lyle made local shopping trips in the car, driven by her chauffeur. The Armstrong-Siddeley subsequently passed to T&L's chief accountant and then in 1960 to his assistant, Mr W M Matcham. In 1987 'CVX 627' came on the open market and was purchased by a Mr S Mann, of Sweffling Hall Farm, Saxmundham. The current vendor purchased the Armstrong-Siddeley at Bonhams' Harrogate Sale in November 2010 (Lot 747).

Refurbished in 1994, it was described in 2010 as in generally good original condition and was said to drive very well. Since its acquisition by the vendor, 'CVX 627' has formed part of his private collection, seeing little use while benefiting from repaired door frames, refurbished paintwork, and revived interior leather trim. Running and driving well, the car is offered with history file, sundry restoration invoices and a V5C registration document.

**£9,000 - 12,000**

**€13,000 - 17,000**

449

## 1911 MAXWELL 14HP MODEL AB TWIN-CYLINDER RUNABOUT

Registration no. BF 5915

Engine no. AB14976

- *Twin-cylinder*
- *VCC eligible*
- *Restored example*



Financed by Detroit sheet metal manufacturer Benjamin Briscoe and East Coast plutocrat J P Morgan, ex-Oldsmobile and Northern engineer Jonathan D Maxwell built his first car - an advanced twin-cylinder design with water cooling, mechanical inlet valves, two-speed planetary transmission, shaft drive and right-hand steering wheel - in 1904. The twin proved an enormous success, selling well right from the start.

A four-cylinder model joined the line-up for 1906 and Maxwell expanded from its Tarrytown, New York base, opening factories in Auburn, Indiana and Rhode Island. Sound engineering was complemented by a series of headline-grabbing publicity stunts that helped boost sales, none more successful than a transcontinental trip from New York to San Francisco undertaken by a team of four lady drivers in 1909. The following year the firm sold over 20,000 cars, a total exceeded only by Ford and Buick. From this high point Maxwell went into decline.

Briscoe's ambitious expansion plans proved disastrous; most of the factories were sold off and Jonathan Maxwell moved production to Detroit. Hit hard by the post-WWI depression, Maxwell merged - unsuccessfully - with Chalmers and acquired a new president in the person of Walter Percy Chrysler, whose new marque would rise from the Maxwell-Chalmers ashes. Indeed, Chrysler's first four-cylinder of 1926 was a revamped Maxwell.

The car offered here is one of the last of Maxwell's highly successful twin-cylinder runabouts, this type being discontinued after 1912. It was purchased from one David Laughton in Virginia, USA in 2011, having already been fully restored, and since its arrival in the UK has benefited from the installation of a new windscreen hood and hood frame supplied by Witmer Coach of New Holland PA. Used for various local rallies, the car is described by the private vendor as in very good condition and is offered with a photograph of the car before restoration and a V5 registration document.

**£17,000 - 20,000**

**€24,000 - 28,000**

450

*Property of a deceased's estate*

## 1928 ALVIS 12/50HP SALOON PROJECT

Registration no. YX 9047

Chassis no. 11781

Engine no. 7400 (see text)

- *Rare preserved example*
- *Long term ownership*
- *Rewarding project*



Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons - Alvis.

Beginning in 1922 and using the 10/30hp model as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,460cc, and on its competition debut at Brooklands in 1923, secured a legendary victory in the premier 200-Mile event.

This fabric-bodied 12/50 saloon was purchased by the late owner in 1978 from VSCC member Philip Kneller (since deceased) the current Club President's father. Last MoT'd/taxed in 1990/1991, the car is offered for restoration and sold strictly as viewed. The cylinder head has been removed and rebuilt, but the engine (not that originally fitted) is seized and the condition of the remaining mechanicals is unknown, though the brakes and steering work.

Noteworthy features include Lucas lighting, a rear luggage rack, flashing indicators and a tow-bar. Accompanying paperwork consists of an old-style logbook and old-style V5 document, and the car also comes with an instruction book.

**£8,000 - 10,000**

**€11,000 - 14,000**

**No Reserve**



451

*Property of a deceased's estate*

## 1930 ALVIS 12/50HP SPORTS SPECIAL PROJECT

Registration no. GK 4031

Chassis no. 13343

Engine no. 9680

- *VSCC 60's special*
- *Rebuilt engine*
- *Great opportunity*



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Beginning in 1922 and using the 10/30hp model as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,460cc, and on its competition debut at Brooklands in 1923, secured a legendary victory in the premier 200-Mile event.

Built on an original-length chassis, this two-seater 12/50 sports special competed regularly in VSCC events during the 1970s and 1980s including at Prescott (1980), Donington (1983), Silverstone (1983) and Wiscombe (1985). In 1989 the engine was removed and fully rebuilt by Eddie Berrisford but has not been refitted. The car is thus offered requiring re-commissioning (possibly more extensive restoration) or would make the perfect candidate for a re-body.

Noteworthy features include cycle wings, 20" wheels, twin-carburettors on manifold, and Smiths black-faced instruments: 0-5,000rpm tachometer, 0-100mph speedometer. Sold strictly as viewed, this potentially rewarding Alvis 12/50 project is offered with an old-style continuation logbook and an old-style V5 document.

**£10,000 - 15,000**

**€14,000 - 21,000**

**No Reserve**

452

*Left-hand drive*

## **1960 MERCEDES BENZ 220SE**

Registration no. to be advised  
Chassis no. 12803011003850  
Engine no. 12798311000248

- *Luxuriously equipped*
- *Restored example*
- *Very rare manual transmission*



Introduced in 1956, the 220 S saloon was one of a trio of new models featuring unitary construction bodysHELLS employing large, box-section side-members - hence the term 'Ponton' - the others being the 190 and 219. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle. Short-wheelbase Coupé and Convertible versions of the 220 S soon followed. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon. In 1958 the 220 range was updated with a fuel-injected version of the 2.2-litre overhead-camshaft six, becoming the 220 SE.

Maximum power increased from 106 to 115bhp, and while top speed remained unchanged at around 100mph, there was a useful improvement in acceleration, the 0-60mph time reducing by two seconds. By the time production ceased in November 1960, fewer than 2,000 220 SE Coupé and Convertible models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

The left-hand drive Mercedes-Benz 220 SE Convertible offered here appears to have been a California, USA car for some 90% of its life. Registration documents on file shows that the car lived in the Monterey/Carmel area of California until the late 1970s when it moved up the coast to the well known Pebble Beach where it stayed with its last two American owners. As well as registration cards there are also receipts/bills for the same Mercedes-Benz dealers in the various owners' names, indicating that the car was looked after by the same dealers the vast majority of its life.

Between 2009 and the present day the Mercedes has resided in Japan in the ownership of a wealthy private collector, and is offered for sale by his family following his recent passing. We understand that import duties have been paid and that a UK V5C registration document has been applied for.



There is a vast quantity of records, documentation and receipts for restoration works on file totalling over \$35,000, the bulk of the work being carried out between 1979 and 1981. There is also a copy of the factory build card confirming that the car was supplied to USA specification complete with rear bench seating, outside mirrors, Becker radio, whitewall tyres, sealed beam headlights and the Hydrak automatic-clutch transmission.

The car was originally finished in Graphite Grey with cream leather upholstery, matching carpets and burl walnut wood trim. Between 1958 and 1960, only 1,942 Mercedes-Benz 220 SE Coupés and Convertibles were produced of which only a tiny handful had the Hydrak clutch, making this an extremely rare example.

**£80,000 - 100,000**  
**€110,000 - 140,000**



453

## 1972 ALFA ROMEO 2000 GTA RECREATION COUPÉ

Registration no. PTS 804K

Chassis no. 2410530

Engine no. 2410530

- *Painstakingly restored*
- *Fast road/race engine*
- *Re-trimmed interior in leather and Alcantara*



First introduced in 1962, the early Giulia differed from the outwardly similar 101-Series Giulietta by virtue of its more powerful and much less fussy 1,570cc engine, which continued when the new 105-Series Giulia was introduced later that same year. Despite its boxy, unitary construction body, the newcomer was a paragon of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic twin-cam four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round, a formula that carried over into the coupé version, the Giulia Sprint GT.

Launched in 1963 the Sprint GT was clothed in beautifully balanced four-seater coachwork designed by Carrozzeria Bertone's Giorgetto Giugiaro but now manufactured at Alfa's new Arese factory. It represented a successful attempt to produce a typically sporting Alfa coupé for the young family man, a modestly priced four-seater combining the elegance of a Bertone-designed body with the performance of a twin-cam engine.

Introduced in 1971, the 2000 GTV was the final version of the classic 105-Series Alfa Romeo. There were no major styling changes made by Bertone, merely a new grille, the body remaining the same as the preceding 1600 and 1750 models. Representing the final enlargement of Alfa's legendary twin-cam four, the 1,962cc engine produced 132bhp, which was delivered to the road via a five-speed gearbox and limited-slip differential. Torquier than its 1750 predecessor, the 2000 GTV was good for a top speed of 120mph.

This right-hand drive 2000 GTV has been rebuilt in the style of the GTA racing variant used by works driver Toine Hezemans to win the 1970 European Touring Car Championship. Introduced in 1965, the GTA (the 'A' stood for Alleggerita - lightened) was the official competition version of the Giulia Sprint GT and was produced in both road and race variants. The latter, as usual, was the responsibility of the factory's Autodelta competitions department. Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows, and lightened interior fittings and trim.



As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car. The GTA made its racing debut on 20th March 1966 at Monza where Andrea de Adamich and Teodoro Zeccoli triumphed in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68.

Carried out between 2103 and 2015, this car's reconstruction included rebuilding it from a bare-metal shell, the roof, sills, inner sills and boot floor all being replaced (all repairs were butt-welded). The wings, bonnet, boot and scuttle panel are glassfibre, while the interior has been fully re-trimmed in leather and Alcantara and fitted with a full roll cage.

The engine has been tuned, incorporating fast road/race camshafts, and the braking system up-rated with larger callipers, drilled/grooved discs, Wilwood master cylinders, Earls brake lines and racing pads. The wheels and road/race tyres are new. Finished in Yellow Ochre with black interior, this beautiful GTA replica is offered with current MoT and V5 registration document.

**£50,000 - 70,000**  
**€70,000 - 99,000**



454

## 1938 MG VA TOURER

Registration no. GWE 454

Chassis no. VA 1514

Engine no. TPBGA21594

- Restored example
- Four-seats motoring
- Relaxing touring



Launched at the 1936 Motor Show, the VA was the second all-new MG model to be introduced following the company's acquisition by Morris Motors and its subsequent reorganisation. It was a scaled-down version of the SA, first seen the previous year, which had caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge. Likewise the VA, or 1½-Litre, which shared its 1,548cc four-cylinder overhead valve engine with the Morris 12/4 and Wolseley 12/48. As installed in the VA, this unit featured twin SU carburetors and produced 54bhp, but as the car weighed over a ton, acceleration was necessarily leisurely.

Nevertheless, the VA could cruise comfortably at 60mph and had a genuine top speed of over 75mph with more to come from the tourer with the windscreen folded flat. Synchronesh made its appearance on 3rd and top gears - the first time that this innovation had been seen in an MG saloon. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,407 VAs of all types had left the factory.

This particular VA, chassis number '1514', was originally registered on 5th September 1939 to S Wilson & Son, Sheffield. In May 1995 the MG was purchased from Chequered Flag Motors in the USA and imported into the UK. When bought, it was very original and in driving order. A few years later, Chisbon Restorations of Beaumont, Essex commenced a restoration of the body, which was undertaken between January and August 2001 at a cost of £11,000. The restoration was finally completed in 2003 and the car registered for the road.

In 2005 the MG was purchased by the current vendor and then in 2006 the engine was rebuilt again, on this occasion by Formhalls Vintage & Racing Ltd of Downton, Wiltshire, receiving a new bottom end. The wheels were rebuilt and the interior re-trimmed at the same time. The brakes have been up graded to a specification devised by marque specialist (and founder of SVW Spares) Peter Ratcliffe, incorporating larger rear shoes and cylinders, and the car also benefits from the fitting of flashing indicators, discreetly mounted on the bumpers. In 2011, 'GWE 454' was driven to the Le Mans Classic, cruising comfortably at 55-60mph. That same year the track rod ends and kingpins were replaced by Steve White of Leicestershire, and the car is currently running and driving well. Offered for sale from the vendor's private collection, this VSCC-eligible MG comes with MoT to May 2016, V5C document and an extensive history file (close inspection recommended).

**£28,000 - 34,000**

**€39,000 - 48,000**

455

## 1974 VOLKSWAGEN TYPE 2 FIRE ENGINE

Coachwork by Branbridge

Registration no. GKL 694N

Chassis no. 2632121093

- *Rare variant of iconic model*
- *Fresh engine*
- *Recently refurbished electrics*



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle 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. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide.

This rare Type 2 fire engine was delivered to the Central Electricity Generating Board in 1974 and since its sale by them has had three owners. In March 2005 the vehicle was acquired by one D P Murphy. Restored that same year, it was gifted by Mr Murphy to the Merseyside Fire & Rescue Heritage & Education Centre in 2012.

We are advised by the vendor that it is in generally good condition, benefiting from a replacement 1,600cc engine and recently refurbished electrics (in 2015). The vehicle is MoT'd to February 2016 and comes with a V5C document.

**£10,000 - 15,000**

**€14,000 - 21,000**

456 N

## 1978 CHEVROLET CORVETTE TARGA-TOP COUPÉ

Chassis no. TBA

- 5.7-litre V8 engine
- Targa-top
- Rare example



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 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis, around which was wrapped striking Harley Earl-styled glassfibre coachwork. 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 and the Corvette 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 restyle for '56 consolidated the 'Vette's position in the market, the model going on to become the world's best-selling and longest-lived sports car.

'America's only true production sports car' celebrated its 25th anniversary in 1978, a year that marked the first major restyle since the commencement of the 'Stingray' era ten years previously. By then, catalytic converters had arrived, the 'Big Block' engines had gone, a steel under-tray had been added and a revised dashboard introduced, while the Corvette roadster had been deleted in the expectation that Federal auto legislation would effectively outlaw convertibles. Gone too was the 'Stingray' name, dropped at the end of the 1976 season.

For '78 the fastback roofline of the 1963-67 Sting Ray was reinstated and complemented by a wrap-around rear window. The 'Silver Anniversary' was one of two limited edition models offered, featuring silver metallic paint above the waistline and charcoal grey below as part of a package that included alloy wheels.

Currently displaying a total of 48,255 miles on the odometer, this '78 Corvette has the 350ci (5.7-litre) V8 engine. Purchased in August 1992 from Southend Motorcars of Plainville, Connecticut, the car is offered from a prominent European private collection where it has been maintained by the in-house mechanic. It is in running and driving condition but would benefit from further careful re-commissioning following a period of static display. The car is offered with a 1978 Corvette owner's manual, bill of sale, shipping paperwork and Connecticut Certificate of Title.

**£8,000 - 12,000**  
**€11,000 - 17,000**



457

Single family ownership from new

## 1963 TROJAN 200 CABIN CRUISER

Registration no. ABK 38A

Chassis no. 11247

Engine no. 3-1775

- 55mph top speed
- Excellent original condition
- Beautiful little 'bubble car'



Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where around 8,000 were built before the rights transferred to Trojan in the UK in 1961.

Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel marked the company's return to motor manufacture after a break of 25 years. The firm only built the later 198cc (10bhp) version, latterly with right-hand drive, marketing it as the Trojan 200.

Capable of reaching 55mph, the Trojan has adequate performance in and around town, where speed limits have changed little over the years. With an advertised fuel consumption of 100mpg, it is one of the original economy cars and a forerunner of the Mercedes Smart car, which is also able to park 'nose to kerb'. Around 7,000 Trojan 200s were built before the firm quit car production again in 1965.

This right-hand drive example has belonged to the same family since new and has been kept under cover all its life. The car remains in excellent original condition and has just been renovated, including rewired electrics (bills on file). Running and driving as it should, this beautiful little 'bubble car' is offered with MoT to May 2016 and a V5 registration document.

**£18,000 - 20,000**

**£25,000 - 28,000**

458

*From the Estate of the late Malcolm Henderson*

## **1989 ROLLS-ROYCE CORNICHE II CONVERTIBLE**

Coachwork by Park Ward

Registration no. F288 UJH

Chassis no. SCAZD00A7KCH29208

Engine no. 67601L41019

- *c.55,500 miles from new*
- *Three previous owners*
- *Full service record*



Recalling its glamorous Grands Routiers of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two, a two-door coupe or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

'The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers,' announced Rolls-Royce. The Corniche proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (convertible) examples being delivered in 1995.

This Corniche II convertible was sold new via St Helier Garages Ltd, Jersey to its original owner, Mrs G S Walker, and first registered 'J 6919'. Rolls-Royce's accompanying 'new car order printouts and chassis card detail' records the exterior colour as Dark Oyster, the hood as cream Everflex, the interior leather trim as Parchment, the carpet as Cumberland Stone and the woodwork as Birdseye Maple. Special features included from new a black hide top roll, lambs' wool rugs, whitewall tyres and Fiamm air horns. 'F288 UJH' was purchased by RREC member, Professor Malcolm Henderson in May 2007 (at 26,541 miles) and has covered 55,500 miles in total to date.

New tyres were fitted in January 2010 (at 40,000 miles) last serviced in October 2013 at 51,387 miles by Rolls-Royce and Bentley specialist William James Motors Ltd in Somerset, garaged and used sparingly since. The car is described as in very good order throughout, driving very well and is offered with Mot certificate (expired 19th May 2015) Swansea V5c registration document and full service record from 1989-2013 with original owners manual, wallet and two sets of keys.

**£20,000 - 25,000**

**€28,000 - 35,000**

459 N

## 1960 LAMBORGHINI 2241R TRACTOR

Registration no. not UK registered

Chassis no. C1203580A

Engine no. DL20 3580/A

- *Original and un-restored*
- *Rare collectors example*
- *Ready to show*



This original and un-restored Lamborghini tractor has wowed crowds when it has been exhibited alongside the most beautiful supercars sharing the marque's famous 'raging bull' emblem, such as the legendary Miura and Countach. Preceding the foundation of Automobili Lamborghini SpA in 1963, this tractor represents the heritage of Ferruccio Lamborghini's automotive empire.

After serving as a mechanic in the Regia Aeronautica during WW2, Lamborghini set up a small car and motorcycle repair shop near Modena before branching out into the manufacture of tractors using surplus military hardware. By the mid-1950s Lamborghini Trattori SpA had become one of the largest agricultural equipment manufacturers in Italy.

The current vendor purchased this distinctive 2241R tractor from its long-term Italian owner in 2013. He has retained the original working condition of the tractor, which served faithfully from 1960 to 2010 in Northern Italy. Since acquisition, it has become a well-known 'trailer queen', frequenting Lamborghini Club UK shows and attracting as much attention as any of its more exotic siblings. It starts and runs every time but is not registered in the UK and has been used purely as an exhibition piece.

This tractor would make a distinctive and welcome addition to any significant collection of classic agricultural machinery or indeed a unique addition to a Lamborghini collection. The vehicle comes with an instruction manual and a copy of an Italian agricultural magazine featuring it at Silverstone Classic in 2013.

**£8,000 - 12,000**  
**€11,000 - 17,000**

460 N

Left-hand drive

## 1964 AUTOBIANCHI STELLINA BARCHETTA

Chassis no. 100DB-000291

Engine no. 100.000-2083351

- *Completely restored*
- *Offered with rare hardtop*
- *One of only 502 produced*



Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile in the early 1900s. A wide variety of models was manufactured over the next 30 years, though by 1940 the firm was concentrating on motorcycles and commercial vehicles. Car manufacture resumed in 1957 under FIAT auspices, Autobianchi's debut model being the Bianchina, based on FIAT's new '500'. Positioned up-market from the FIAT, the Bianchina debuted as the Trasformabile coupé, with full-length folding sunroof. The car showed clear signs of American influence, its size excepted, exemplified by two-tone paintwork, whitewall tyres and plentiful chrome.

Six years later Autobianchi displayed an entirely new model at the Turin Motor Show: the Stellina. Based on the FIAT 600D, this two-seater barchetta featured a glassfibre body, designed by Luigi Rapi. Italy's first production car with glassfibre bodywork, the Stellina was produced during 1964/65 and only 502 were made, which is perhaps not so surprising given its 1 million lira price tag.

This example of a very rare and technologically interesting Italian sports car was completely restored in 2010 and is presented in commensurately good condition. Finished in powder blue with black interior, the car currently displays a total of approximately 90,000 kilometres on the odometer and is offered with an Italian libretto. It has formed part of an exclusive UK private collection since 2012, but has never been registered in this country. A hardtop is included in the sale.

A very rare and interesting alternative to the more common Italian spider offerings from the same period, and lots of fun for the coming summer months.

**£18,000 - 20,000**

**€25,000 - 28,000**

461 N

Left-hand drive

## 1964 FIAT 750 MORETTI 2+2 COUPÉ

Registration no. not UK registered

Chassis no. 100D 1833357

Engine no. to be advised

- A very rare find
- 41bhp on tap
- Restored example



Giovanni Moretti built the first Moretti motorcycles, light cars and vans in the late 1920s. In 1945 Fabbrica Automobili Moretti SpA was established in Turin as a motor manufacturer, its first product being La Citta (The Town) a small two-seater 'city car' powered by a 500cc twin-cylinder engine. (Moretti was unusual at this time in making its own power units rather than relying, like most of its Italian contemporaries, on FIAT engines). A range of small-capacity 'fours' of 600cc and 750cc was developed; some with single overhead camshafts, others with twin-cam 'heads'. For a small manufacturer, Moretti offered a bewilderingly diverse range of models including coupés, estate cars, commercials and some electrically powered vehicles.

Being Italian, Moretti could not avoid involvement with motor sport, taking part in long-distance rallies and entering the Le Mans 24-Hour race with an attractive small sports prototype. In addition the company built the occasional monoposto racer and later a Formula Junior car. By the early 1960s it had become apparent that manufacturing was no longer sustainable and the firm turned exclusively to specialist coachbuilding, reorganising itself as Moretti Fabbrica Automobili e Stabilimenti Carrozzeria SAS.

A range of attractive sports coupés and cabriolets was offered on FIAT chassis, including an 850 that looked remarkably like a miniature Ferrari Dino, and then in the 1980s Moretti introduced several small 4x4s on the FIAT 126, 127 and Panda platforms.

The year 1964 was surely the heyday of Carrozzeria Moretti, which offered an impressive range of cars for such a small manufacturer. The 750 was no exception, being as available as a four-seater coupé, a 2+2 coupé and a convertible styled by none other than Giovanni Michelotti, which could be ordered with or without hardtop. Based on FIAT 600 mechanicals, these exceptionally elegant cars not only featured Moretti stylish coachwork but also a tuned engine that developed 41bhp, 12 horsepower more than standard. The interior also belied its humble origins, with attractive Jaeger instruments and, in this case, dark red upholstery contrasting beautifully with the grey exterior. This attractive coupé joined the vendor's exclusive collection in 2009 from Italy and has been dry stored since. A very rare find, it surely will attract attention wherever it goes. Offered with a Bill of Sale only, it represents an exciting opportunity to acquire a rare, exclusive, coachbuilt Italian Gran Turismo for a relatively modest outlay.

**£9,000 - 12,000**  
**€12,300 - 17,000**

462

## C.1921 OLDSMOBILE 4.0-LITRE MODEL 37 SPEEDSTER

Registration no. BF 5592

Chassis no. 37AT893

Engine no. 573497

- *Staggering £150,000 build cost*
- *4-litre overhead valve engine*
- *60mph cruising*



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

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

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

Capable of comfortable 60mph cruising, this unique 'special' will be serviced prior to sale by Vintage-car expert Jeremy Brewster of Bromsgrove and is ready to use and enjoy.

**£30,000 - 40,000**

**€42,000 - 56,000**

463

*Offered from a deceased estate*

## 1965 BENTLEY S3 SALOON

Registration no. ALF 13

Chassis no. B124CJ

Engine no. BGJ62

- 42 Years in current ownership
- Harold Radford upgrades from new
- Offered with cherished registration number 'ALF 13'



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce had turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardised.

In 1962 the new V8 engine appeared in improved form in the Bentley S3 and its Rolls-Royce equivalent, the Silver Cloud III. There were many other changes made to the newcomers, the most obvious being the adoption of a four-headlamp lighting arrangement, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside the new models featured revised accommodation with separate front seats and increased room for rear passengers.

The current (third) deceased owner had enjoyed this Bentley since 1973, participating with it in many classic car tours in the UK and Europe. Included in the sale is a display board with rally plates attached.

The owner was a trained engineer and garage owner who maintained the car himself. It comes with every MoT certificate from its first in 1968 to the present day together with all registration documents since 1973. Also with the car's paperwork is a letter from the first owner explaining why he ordered the car from new with the Harold Radford rear folding seat conversion (for his salmon-fishing rods to fit) and rear seat belts, which was a rare option in 1965.

The owner has belonged to many car clubs, including the Bentley Drivers' Club, and more recently was one of the founder members and organisers of the Marching Green Classic and Sports Car Club, which was set up in 1992. The Bentley has been a regular at many car club events and won the 'Best Club Car' in July 2014. 'ALF 13' shared garage space with the owner's BSA Gold Star motorcycle and his Triumph TR sports car.

Described as in generally good condition, this enthusiast-owned Bentley S3 is offered with the aforementioned documentation, current MoT certificate and a V5C registration document.

**£30,000 - 40,000**

**€42,000 - 56,000**



464 N  
**1949 DAIMLER DE36 LIMOUSINE**  
 Coachwork by Hooper & Co

Registration no. LTJ 286  
 Chassis no. 51737  
 Engine no. 51787

Favoured by Royal Families the world over, the DE36 - only 205 of which were produced between 1946 and 1953 - was Britain's last production straight eight, providing the basis for various spectacular coachbuilt 'specials' commissioned by the flamboyant Lady Docker. Documentation accompanying this example includes Daimler's order to Hooper & Co dated 17th January 1949, confirming the Spey touring limousine coachwork for chassis number '51737'. Correspondence on file from its second owner, who acquired the car in 1960, records that it was originally owned by a Lancashire cotton mill and listed as a company car. This document also records usage and service/maintenance history while up to the late 1980s when the car, which had been laid up since 1975/76, was sold in a good state of preservation but in need of extensive refurbishment. Restored in the 1990s, 'LTJ 286' was in commensurately good condition when it was purchased at Bonhams' Olympia Sale in December 2001 (Lot 708). Off the road in dry storage since approximately 2008, the car was got running again recently but will require further re-commissioning before returning to the road. Eminently suited to wedding hire work or as a second car for the collector with a large family, this lovely coachbuilt Daimler is offered with a quantity of spare parts, original owner's handbook and a V5 registration document.

**£6,000 - 9,000**  
**€8,500 - 13,000**  
**No Reserve**



465  
**1956 AUSTIN A30 SALOON**

Registration no. YEH 954  
 Chassis no. AS4 198656  
 Engine no. 2A 198565

Austin's reply to the Morris Minor - the A30 - was launched at 1951 Motor Show. A more cautious design than the Minor, the A30 was nevertheless Austin's first unitary construction car and the first to be powered by the famous A-Series engine. The A30's selling price undercut the Minor's by £10, thanks in part to such cost-cutting features as external door hinges, solitary rear light, sliding windows and rear brakes operated by a single hydraulic cylinder via a mechanical linkage. A two-door model joined the four-door original in 1953, van and estate versions following in '54. The model was updated in 1956 with a wider rear window, remote-control gearshift and 948cc engine, becoming the A35. Saloon production ceased on the Mini's arrival August 1959, though the A35 van would live on until 1968. 'YEH 954' was purchased new by the vendor's father in 1956, passing to the vendor in 1975 and then through the hands of various other family members before returning to his ownership a few years later. By the mid-1980s, the car was no longer needed and was placed in dry barn storage where it has remained ever since. The odometer reading when the last MoT was issued in 1987 was 57,316 and is currently 58,316. Offered for restoration and sold strictly as viewed, the car comes with an old-style logbook and a V5 registration document.

**£1,000 - 2,000**  
**€1,400 - 2,800**  
**No Reserve**





466

Property of a deceased's estate

### 1934 MORRIS 10HP SALOON

Registration no. WV 5826

Chassis no. 34T34150

Engine no. 30695

Introduced in 1932, the Morris Ten stole a march on many of its rivals by virtue of its superior Lockheed hydraulic brakes. The 1,292cc four-cylinder sidevalve engine drove via a three-speed gearbox (with synchromesh from 1934 and four speeds optional) and in most respects the Ten was entirely conventional. It was also extremely successful, helping Morris establish a commanding presence in the increasingly important 10hp market sector. *The Autocar* reckoned the Ten provided a generous amount of accommodation for this class of car, being identical to the Twelve in all respects save for the latter's larger engine. Its old-style continuation logbook shows that this Morris Ten saloon was previously owned by a John Stewart of Cheltenham, who registered it in November 1954. In 1972 Mr Stewart sold it to the late Mr Gordon Willey, from whose state it is offered here. Mr Willey had the car painted in September 1972 and used it for a few years before taking it off the road. It was been in less than ideal storage since then and is now rusty all over, while the interior trim is incomplete and the headlining torn. The engine and gearbox have been removed but are with the car, so to the radiator and bonnet. Sold strictly as viewed, a useful source of spares.

£200 - 300

€280 - 420

No Reserve



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CONVERTIBLE**  
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**No reserve**

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**No reserve**

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£120,000 - 160,000



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**THE BEAULIEU SALE**  
**Collectors' Motor Cars and**  
**Motorcycles**

The National Motor Museum  
Beaulieu, Hampshire  
Saturday 5 September 2015

**Entries now invited**

We are now consigning entries  
for our forthcoming Beaulieu sale.  
For details of how to take part please  
contact the relevant department.

*In family ownership since 1930,  
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Coachwork by H J Mulliner  
**£150,000 - 250,000**

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**Motorcycles**

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**Catalogue**

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subscriptions@bonhams.com



# Bonhams



# THE CHANTILLY SALE

– 05.09.15 –

Bonhams is delighted to announce a new addition to its European auction calendar at the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours, a great success in its inaugural year in 2014, this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

Early entries already include this one-off bodied Bugatti Type 57 Drophead Coupé (pictured). Entries can be viewed at [bonhams.com/chantillysale](http://bonhams.com/chantillysale).

The number of entries will be limited to 30 exceptional motorcars.

**Exceptional  
Collectors' Motor Cars**  
5 September 2015  
Château de Chantilly, France

**Entries now invited**

**ENQUIRIES  
UK**  
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**Europe**  
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[eurocars@bonhams.com](mailto:eurocars@bonhams.com)

**USA**  
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+1 415 503 3285  
[usacars@bonhams.com](mailto:usacars@bonhams.com)

*Photo: M. Zumbunn*



# Bonhams

[bonhams.com/motorcars](http://bonhams.com/motorcars)



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# Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

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Beaulieu



## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *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 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*. 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. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) 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 parts 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. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* 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 for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of 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. Nor does the *Seller* owe or agree to owe you as a *Bidder* 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. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

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

### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

## Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

## Bidding by telephone

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

## Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

## Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

## Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

## 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

## 7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* of *Lots*:

(a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*

(b) Automobilia  
25% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 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 are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

## 9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, and that the funds have originated from your own account, we will allow you to collect your purchases immediately;

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited Trust Account  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

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

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

**Credit cards:** Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

## 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

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: [shipping@bonhams.com](mailto:shipping@bonhams.com)

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licensing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

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

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud,

or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyer's Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the \* of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements

### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

## 19. JEWELLERY

### ~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked  $\Delta$  and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from [info@bonhams.com](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

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

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

### 1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

### 2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description of the Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

### 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

### 6 PAYMENT

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

### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.



<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>		<p>sums due to the <i>Seller</i> and to <i>Bonhams</i>, within 28 days of receipt of such monies by him or on his behalf.</p>		<p>waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i>.</p>
8.1	<p>If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):</p>	<b>9</b>	<b>THE SELLER'S LIABILITY</b>	10.3	<p>If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.</p>
8.1.1	<p>to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p>	9.1	<p>The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i>.</p>	10.4	<p>Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.</p>
8.1.2	<p>to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p>	9.2	<p>Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i>, whether implied by the Sale of Goods Act 1979 or otherwise.</p>	10.5	<p>If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.</p>
8.1.3	<p>to retain possession of the <i>Lot</i>;</p>	9.3	<p>Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i>,</p>	10.6	<p>References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.</p>
8.1.4	<p>to remove and store the <i>Lot</i> at your expense;</p>	9.3.1	<p>the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i>, or on the <i>Website</i>, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i>;</p>	10.7	<p>The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p>
8.1.5	<p>to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p>	9.3.2	<p>the <i>Seller</i> will not be liable for any loss of <i>Business</i>, <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;</p>	10.8	<p>In the <i>Contract for Sale</i> "including" means "including, without limitation".</p>
8.1.6	<p>to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;</p>	9.3.3	<p>in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i>, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.</p>	10.9	<p>References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.</p>
8.1.7	<p>to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;</p>	9.4	<p>Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.</p>	10.10	<p>Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p>
8.1.8	<p>to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;</p>	<b>10</b>	<b>MISCELLANEOUS</b>	10.11	<p>Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i>.</p>
8.1.9	<p>to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i>, any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i>; and</p>	10.1	<p>You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>	10.12	<p>Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i>, it will also operate in favour and for the benefit of <i>Bonhams</i>, <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.</p>
8.1.10	<p>so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.</p>	10.2	<p>The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express</p>		
8.2	<p>You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.</p>				
8.3	<p>On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i>, after the payment of all</p>				

## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

### 5 STORING THE LOT

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

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.	9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2	The discretion referred to in paragraph 8.1:		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	<b>10</b>	<b>OUR LIABILITY</b>
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		<b>9</b>	<b>FORGERIES</b>	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" a person who has completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"**Buyer's Agreement**" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"**Buyer's Premium**" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"**Catalogue**" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry Form*, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus VAT if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

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

### Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

### Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

### Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

### If successful

I will collect the purchases myself   
 Please contact me with a shipping quote (if applicable)

<b>Sale title:</b> The Summer Classic		<b>Sale date:</b> 20 June 2015													
<b>Sale no.</b> 22685		<b>Sale venue:</b> Bonhams Oxford													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p><b>General Bid Increments:</b></p> <table border="0"> <tr> <td>£10 - 200 .....by 10s</td> <td>£10,000 - 20,000 .....by 1,000s</td> </tr> <tr> <td>£200 - 500 .....by 20 / 50 / 80s</td> <td>£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000 .....by 50s</td> <td>£50,000 - 100,000 .....by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000 .....by 100s</td> <td>£100,000 - 200,000 .....by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000 .....by 200 / 500 / 800s</td> <td>above £200,000 .....at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000 .....by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s	£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s	£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s	£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion	£5,000 - 10,000 .....by 500s	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s														
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s														
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s														
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## MOTOR CAR INDEX

Lot No	Model
410	1971 Abarth 1300 Sport SE 018 'Prototipo'
453	1972 Alfa Romeo 2000 GTV Giulia 105 Bertone
450	1928 Alvis 12/50hp Saloon Project
451	1930 Alvis 12/50hp Sports Special Project
424	1937 Alvis 4.3-Litre Sports Saloon
448	1935 Armstrong-Siddeley 17hp Saloon
465	1956 Austin A30 Saloon
418	1959 Austin Mini Se7en De Luxe Saloon
412	1960 Austin-Healey 3000 'Mark I' Roadster
460	1964 Autobianchi Stellina Barchetta
432	1909 Belsize 14/16hp 'Roi des Belges' Tourer
431	1914 Belsize 'Gown' Van
434	1948 Bentley MkVI 4½-Litre Drophead Coupé
463	1965 Bentley S3
417	1969 BMW 2000C Automatic Coupé
403	1974 BMW 1602 Saloon
419	1974 BMW 2002 Rally Car
445	1974 Bristol 411 Series 4 Sports Saloon
415	1959 Chevrolet Brookwood Station Wagon
456	1978 Chevrolet Corvette Targa-Top Coupé
435	1936 Daimler Light 20 Drophead Coupé
464	1949 Daimler DE36 Limousine
438	1922 Durant B-22 Tourer
461	1964 FIAT 750 Moretti 2+2 Coupé
414	1969 FIAT 500F Saloon
420	1970 FIAT 124 Spider
406	1972 Fiat 500L Saloon
408	1959 Fiat Abarth 850 Scorpione Allemano Coupé
409	1961-2 Fiat Abarth Monomille GT Coupé
407	1968 Fiat-Abarth SS Scorpione-Fiat 1000 GT
442	1996 Ford Escort RS Cosworth Hatchback
433	c.1925 Hispano-Suiza 20CV I6 Project
423	1910 Hotchkiss Type X6 Series 1 20/30hp
429	1948/1980s Jaguar 3½-Litre Replica
416	1958 Jaguar XK150 3.4-Litre Coupé
439	1970 Jaguar E-Type Series 2 Roadster
401	1984 Jaguar XJ-S 3.6-Litre Cabriolet
441	1984 Jaguar XJ-S V12 Lynx Eventer
446	1990 Jaguar XJ-S V12 Convertible
421	1974 Jensen Interceptor Series III Sports Saloon
427	1939 Lagonda V12 Sedanca De Ville Project
459	1960 Lamborghini 2241R Tractor
425	1928 Lancia Lambda 7th Series Weymann Limousine
449	1911 Maxwell 14hp Model AB Twin-cylinder Runabout
452	1960 Mercedes Benz 220SE
437	1949 MG Midget TC Roadster
402	1954 MG Midget TF '1250' Roadster Project
454	1938 MG VA Tourer
466	1934 Morris 10hp Saloon
405	1964 Morris Mini Cooper 'S' 1,071cc Sports Saloon
404	1950 Morris Minor MM Saloon
462	c.1921 Oldsmobile 4.0-Litre Model 37 Speedster
411	Pilgrim Sumo AC Cobra Replica
440	1980 Range Rover 4x4 Estate
444	1982 Range Rover 'Monteverdi' 4x4 Estate
447	1988 Range Rover Vogue 4x4 Estate
430	1909 Renault 8hp AX Tourer
436	1912 Renault AX Tourer
422	1924 Rolls-Royce 40/50hp Silver Ghost Shooting Brake
426	1929 Rolls-Royce 20/25hp 'Woodie' Estate Car
458	1989 Rolls-Royce Corniche II Convertible
428	1934 Talbot AV105 'Alpine Replica' Tourer
457	1963 Trojan 3 Wheel Tricycle
455	1974 Volkswagen Type 2 Fire Engine
443	2009 Volkswagen Beetle 1.6 Luna Convertible

## MOTORCYCLE INDEX

Lot No	Model
315	1928 AKD 174cc Model 10
320	1939 Ariel 996cc Model 4G Square Four
328	c.1941 Ariel 349cc W/NG
324	1953 AJS 498cc Model 20
329	1953 Ariel 349cc NH Red Hunter
330	1957 Ariel 599cc VB
331	1957 Ariel 649cc FH Huntmaster
333	1960 Ariel 249cc Leader
344	1962 Ariel 247cc Arrow Super Sports
332	1962 Ariel 249cc Arrow Super Sports
322	1938 Benelli 500 VL & Velorex Sidecar
326	1966 BMW 590cc R69S
306	1949 Brockhouse 98cc Corgi MkII Project
301	1949 BSA 123cc Bantam D1
345	1962 BSA 650cc Rocket Gold Star
310	c.1955 BSA-Yamaha 499cc 'Gold Star' Special
335	1959 DKW 197cc RT 200VS
309	1949 EMC 345cc
302	c.1956 Excelsior 98cc Consort
311	1983 Fantic 300cc Trials
305	c.1959 FB Mondial 125cc
341	1964 Honda 50cc CZ100 'Monkey Bike'
318	c.1913 Indian 7hp Big Twin
323	c.1941 Indian 500cc Model 741B Scout
316	1913 J.E.S. 116cc Model A
304	c.1954 James 98cc Comet
303	1959 James 149cc Cadet L15
317	1916/17 Matchless-Vickers 8B2/M Military Motorcycle Combination
339	1977 Moto Guzzi 850cc Le Mans
321	1936 Norton 490cc Model 18
327	1937 Norton 490cc CS1
340	1975 Norton Commando Special
342	1966 Rickman Métisse Triumph 500cc Special
314	1928 Royal Enfield 350cc Sports
307	c.1940 Steib Wehrmacht W K-rad B2 sidecar
313	1930 Sunbeam 493cc Model 9
319	1932 Sunbeam Model 9
325	1951 Sunbeam 489cc S7
308	1955 Sunbeam 489cc S8
336	1963 Triton 650cc 'Café Racer'
334	1942 Triumph 349cc 3HW
346	1961 Triumph 649cc T120 Bonneville
312	1967 Triumph 200cc Comerfords Trials Cub
338	1979 Yamaha 750cc XS 750
337	1984 Yamaha XJ750 Seca



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