

# THE BEAULIEU SALE

Collectors' Motor Cars, Motorcycles and Automobilia  
Saturday 3 September 2016  
The National Motor Museum  
Beaulieu, Hampshire

50<sup>th</sup> International  
**Autojumble**



# Bonhams



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Collectors' Motor Cars, Motorcycles and Automobilia  
Saturday 3 September 2016  
The National Motor Museum  
Beaulieu, Hampshire

## VIEWING

Friday 2 September  
10:00 to 17:00  
Saturday 3 September  
09:00 event exhibitors  
10.00 general admission

## SALE TIMES

Automobilia 11:00  
Motorcycles 14:00  
Motor Cars 15:00

## SALE NUMBER

23594

## CATALOGUE

£25.00 + p&p  
(admits two)

## BIDS

+44 (0) 20 7447 7448  
+44 (0) 20 7447 7401 fax  
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 2 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or [bids@bonhams.com](mailto: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](mailto:bids@bonhams.com) with "Live bidding" in the subject line 48 hours before the auction to register for this service.

## ENQUIRIES

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

Motorcycles  
+44 (0) 20 8963 2817  
[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

Automobilia  
+44 (0) 8700 273 619  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

## ENQUIRIES ON VIEW AND SALE DAYS

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

## CUSTOMER SERVICES

Monday to Friday 08:00 - 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: Lots 444, 451, 314, 427  
Back cover: Lot 23

## 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 CEO,  
Patrick Meade Group Vice Chairman,  
Geoffrey Davies, James Knight,  
Caroline Oliphant.

## Bonhams UK Ltd Directors

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

Gordon McFarlan, Andrew McKenzie,  
Simon Mitchell, Jeff Muse, Mike Neill,  
Charlie O'Brien, Giles Peppiatt, Peter Rees,  
John Sandon, Tim Schofield, Veronique Scorer,  
James Stratton, Ralph Taylor, Charlie Thomas,  
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 on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of the Hammer Price, 20% from £50,001 to £1,000,000 of the Hammer Price, and 12% on the balance thereafter.

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

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

## Damage

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

## Cash Limit Acceptance

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.  
Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank  
Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.

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

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:  
† VAT at 20% on hammer price and buyer's premium  
Ω VAT on imported items at 20% on hammer price and buyer's premium.

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

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

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

## NOVA

Certain motor car and motorcycle Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

## Vehicles imported under Temporary Admission (TA)

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

## Vintage Sports-Car Club Eligibility Documents

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

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

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

## Professional Catalogue Photography

Simon Clay  
Tom Wood  
Neil Fraser

## Motor Car Preparation

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

# Guide for Buyers

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

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

## How do I bid at the sale?

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

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

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

## How fast will the auctioneer go?

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

## Are there any warranties offered with the vehicles?

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

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

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

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

Yes, we should have every car's 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

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

## Important changes to V5C Registration

### Document procedures

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

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

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

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

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

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

## How can I pay?

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

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

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

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

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

### Payment by card

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

### Payment by cheque

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

### Bank transfer

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

## Cash Limit Acceptance

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

## Are there any other charges?

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.

## Are there any other charges?

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

## 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.

# Your contacts for this sale

## Motor Car Specialists

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

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

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

John Polson  
+44 (0) 20 7468 5803  
john.polson@bonhams.com

James Knight  
+44 (0) 20 7447 7440  
james.knight@bonhams.com

Richard Hudson Evans  
+44 (0) 01789 414983  
richard.hudson-evans@bonhams.com

Robert Hadfield  
+44 (0) 07539 074242  
robert.hadfield@bonhams.com

Mark Garside  
+44 (0) 7811 899905  
mark.garside@bonhams.com

## Motor Car Administrators

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

Oliver Thomas  
+44 (0) 20 7468 5808  
oliver.thomas@bonhams.com

## Motorcycle Specialists

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

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

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

## Motorcycle Administrator

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

## Motorcycle Representatives

Hampshire and Dorset  
Mike Jackson  
+44 (0) 1794 518 433  
mike.jackson@bonhams.com

Devon and Cornwall  
Jonathan Vickers  
+44 (0) 1872 250 170  
jonathan.vickers@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

## 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

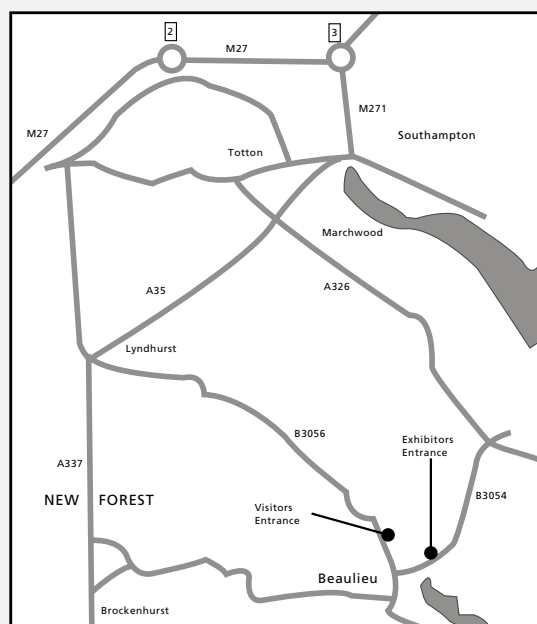
## Catalogue subscriptions

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

## Transporter

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

# Directions to the National Motor Museum



## Sale Admission for Catalogue Holders

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

## Bonhams at Beaulieu

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

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 11am on the day after 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 13 September 2016 by appointment only. (Owing to the departments absence at the Goodwood Revival Auction and Robert White Collection auctions).

To arrange collection please contact the Automobilia Department 020 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 ◊ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

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

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

## Motor Cars & Motorcycles

Motor Cars must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Monday 5 September.

Motorcycles must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Sunday 4 September.

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

## Removal and Storage of Vehicles

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

Polygon Transport registered address:

## Polygon Transport

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

## Vehicle Removal charges

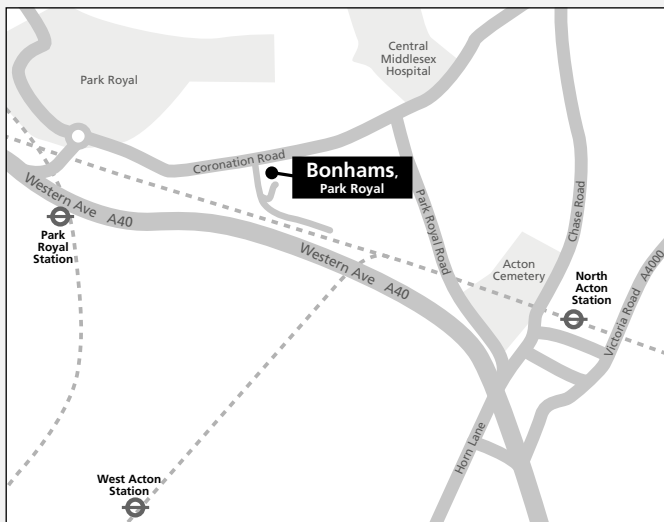
£80 + VAT per motorcycle  
£140 + VAT per motorcycle combination  
£240 + VAT per motor car

## Storage charges

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

## Transport and Shipping

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



# AUTOMOBILIA

11:00am

Lots 1 - 253

Images of each lot can be found at:  
[www.bonhams.com/23594](http://www.bonhams.com/23594)



LESLIE  
CARR





1•

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

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

£250 - 350

€300 - 420

2• ∞

**A QUANTITY OF BOOKS RELATING TO RACING DRIVERS AND MOTORSPORT,**

some examples signed 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; 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 related titles.

(Qty)

£250 - 350

€300 - 420

3•

**ASSORTED MOTORING BOOKS,**

comprising 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; 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.

(14)

£250 - 350

€300 - 420

4

**ASSORTED SALES BROCHURES FOR MAINLY BRITISH POST-WAR CARS,**

including a 1982 Ferrari press folder, the others for 1950-60s road and commercial vehicles including MG Magnette, Austin, Ford, Vauxhall, Standard, Morris, Rover, and others, some in Spanish and French examples and some hole-punched, together with three posters for 1973 Monaco, 1974 Le Mans, and a Spanish Le Mans film poster, rolled.

(Qty)

£250 - 350

€300 - 420

5•

**WILLIAM TAYLOR: THE LOTUS BOOK - THE COMPLETE HISTORY OF LOTUS CARS; A SPECIAL EDITION SIGNED BY LOTUS DRIVERS AND STAFF,**

a 50th Anniversary Special Edition of 224, signed to title page by the author, Clive Chapman and drivers, designers, club members, and staff including Stirling Moss, Bruce Halford, Les Leston, Tony Marsh, Ron Bennet, Hazel Chapman, Warren King, Fred Bushell, and others, and elsewhere on various pages by Peter Cambridge, Ron Hickman, Malcolm Ricketts, and others, majority obtained by the vendor at the Lotus Club Elite 30th Anniversary Dinner commemorating the Type 14 Elite at Donington 1999, offered together with a similar Special Edition (of 245), by the same author, of The Lotus Book - Collectables - The Complete Collection of Lotus Memorabilia; both with dust jacket and slip-case.

(2)

£300 - 400

€360 - 480

6• ∞

**A QUANTITY OF ASSORTED MOTORING BOOKS,**

including Laurence Pomeroy: The Grand Prix Car, Volumes 1 & 2 (4th editions); Peter Pugh: The Magic of a Name - The Rolls-Royce Story, Parts 1 & 2; Rivers Fletcher: Bentley Past & Present; and many other books relating to motorsport, driver biographies, vintage motoring, technical publications, aviation and other general motoring subjects.

(Qty)

£300 - 400

€360 - 480

7

**ROUSSEAU, DELERM & GARNIER: AUTOMOBIL MUSEUM SAMMLUNG SCHLUMPF; A GERMAN TEXT LIMITED EDITION 'OFFIZIELLER KATALOG',**

published 1990 by Editions D'Art J P Barthelemy of Paris, numbered 40 of 150, deluxe bound in dark blue leather with gilt tooling, 137 numbered pages, well illustrated, relating to the Bugattis and other cars from the famed Schlumpf Collection, contained in velvet library box (cover detached) with signed limited edition print after Paul Bracq depicting a Grand Prix Bugatti, large 4to, together with a quantity of typed correspondence to and from Fritz Schlumpf relating to various matters, some signed by Fritz, a large format leather-bound edition of Yves Naquin: Le Grand Prix Automobile de Monaco - Histoire d'une Legende 1929-1960, French text, numbered 960/999; a Cooper Bristol 3-spoke leather-rimmed steering wheel, 38cm diameter, a boxed modern clockwork tinplate toy of a 1930 Bugatti by Paya of Spain, 48cm long, with key, and a motoring print featuring a Ferrari 250 GTO after Francesco Scianna, some overpainting, 92 x 67cm, framed and glazed.

(Qty)

£400 - 600

€480 - 720

8•

**TEN ASSORTED HANDBOOKS FOR ROLLS-ROYCE AND BENTLEY,**

including pre-War Rolls-Royce 40-50hp, dated January 1925, blue canvas hard covers, a 1964 reprint Technical Information book for 1922 Rolls-Royce 40-50Hp Six Cylinder models, and post-War handbooks for Bentley R-Type, S-Type, 4¼ Litre Mk.VI, and S3, and for Rolls-Royce/Bentley Corniche, Rolls-Royce Silver Shadow/Bentley T-Series, and Rolls-Royce Phantom VI, various conditions, together with a 2002 Geneva Motor Show Maybach press pack.

(11)

£400 - 600

€480 - 720

9•

**TWO VINTAGE VAUXHALL CATALOGUES FORMERLY THE PROPERTY OF THE VAUXHALL TECHNICAL LIBRARY,**

comprising 'Vauxhall The Car Superexcellent', undated believed 1915, monochrome card covers, 16 numbered pages, 4to, (some loss to covers, taped repair to spine), and 'Vauxhall Motor Carriages' number 21-1 issued November 1920, cord tied russet card covers with embossed decoration, 40 numbered pages, includes details of D type 25hp and E type 30-98 cars, 4to, both catalogues with annotated notes to covers, the latter also with Vauxhall Motors Limited rubber stamp on cover.

(2)

£500 - 600

€600 - 720



9

10•∞

**THIRTY-NINE AUTOCOURSE ANNUALS; 1975/76 TO 2013/14,**

a complete run, with dust jackets, together with a quantity of other motorsport related books and biographical titles, including Denis Jenkinson: Fangio; Alan Henry: Ferrari The Grand Prix Cars; Graham Hill: Life at the Limit; Mike Hawthorn: Challenge Me the Race; and other Grand Prix drivers.

(Qty)

£600 - 800

€720 - 960

11•

**BERND HOLTHUSEN: LAGONDA; PUBLISHED BY PALAWAN PRESS,**

blue cloth-bound hard covers, limited edition of 1,000 copies, unnumbered, 426 pages, a well illustrated history of the marque, with slipcase.

£800 - 1,200

€960 - 1,400

12•

**TWO JAGUAR REFERENCE BOOKS,**

comprising Ian Norris: Jaguar catalogue raisonne 1922-1992, two Volumes, 4to, slight wear to dust jackets, in library box case and Philip Porter: Jaguar XJ220, single volume, black cloth covers in library box case.

(2)

£900 - 1,200

€1,100 - 1,400



12

**THE FOLLOWING LOTS 13-22 ARE FROM THE COLLECTION OF THE LATE ROUEM "HAFF" HAFFENDEN.**

Rouem Haffenden (known to most people in racing as "Haff") got his start in the race world after completing his National Service, when he was hired as a car builder by Elva Cars in Rye, Sussex.

Then in 1966 he joined Dan Gurney's Formula One team (Anglo American Racers) in Rye Harbor, Sussex. When Dan decided to quit Formula 1, he transferred to the home base in Santa Ana, California – All American Racers. Over the years he worked for several teams in Indy Cars, Formula 5000 and C.A.R.T racing in the US, working his way up to become a team manager.

The teams included AAR, Vels Parnelli Jones, Kraco, Winkelmann Racing, Interscope, Psachie Garza Racing and American Racing. The drivers for these teams were Dan Gurney, Swede Savage, Vern Schuppan, Mario Andretti, Michael Andretti, Al Unser Sr, Jerry Grant, Josele Garza, Dick Ferguson, James Hunt, Danny Ongais, Brett Lunger, Mike Mosley, Jim Malloy, Steve Krisloff and Elliott Forbes Robinson.

13•

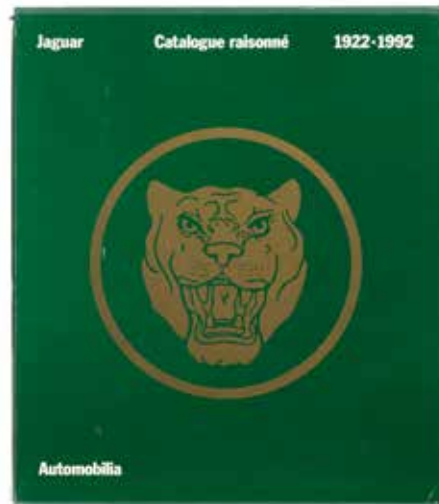
**ASSORTED FERRARI BOOKS,**

including Richard F Merritt: Ferrari: Brochures and Sales Literature - A Source Book 1946-1967, and Ferrari: Operating, Maintenance, and Service Handbooks 1948-1963; a 1st edition of Hans Tanner: Ferrari, with dust jacket; Antoine Prunet: Ferrari Sport Racing and Prototypes Competition Cars; Orsini & Zagari: The Scuderia Ferrari; Gianni Rogliatti: The Ferrari; Ferrarissima volumes 1-3; and other titles relating mainly to Ferrari.

(22)

£300 - 400

€360 - 480



12



11

14

**AN ALBUM CONTAINING MANY RACING DRIVER AUTOGRAPHS,**

small blue cloth-bound album, with pages signed in ink, pencil and marker by various drivers including Tony Rolt, Duncan Hamilton, Giuseppe Farina, Stirling Moss, George Abecassis, Carroll Shelby, John Surtees, Tony Brooks, Reg Parnell, Fangio, Phil Hill, Baron de Graffenried, Mike Hawthorn, Jackie Stewart, and others.

£300 - 500

€360 - 600



19

15♦

**A QUANTITY OF BOOKS RELATING TO INDY 500 AND AMERICAN MOTORSPORT INCLUDING SIGNED EXAMPLES,**

including Al Bloemker: 500 Miles To Go - The Story of the Indianapolis Speedway; Art Evans: Race Legends of the Fabulous Fifties (signed by various drivers including Dan Gurney, Phil Hill, Carroll Shelby and others); John Zimmermann: Dan Gurney's Eagle Racing Cars (signed by Gurney); Larry Fielden: Tim Flock Race Driver (signed by Flock and Fielden); Dick Wallen: Board Track - Guts, Gold & Glory (author signed), and Riverside Raceway - Palace of Speed (both in slipcases); Mark L Dees: The Miller Dynasty; Lyons & Hardolt: Can-Am Cars in Detail (in slipcase), both signed by the authors; Pete Lyons: Can-Am; Daryl E Murphy: Carrera Panamericana; Lynch, Edgar & Parravano: American Sports Car Racing in the 1950s; and other related books, together with a Graham Hill "Ye Indianapolis Joust" family Christmas card for 1966 with humorous design, sent the year Hill won the Indy 500 in the Lola Ford.

(Qty)

£300 - 400

€360 - 480

16♦

**LAURENCE POMEROY: THE GRAND PRIX CAR; VOLUMES 1 & 2, AND OTHER RELATED BOOKS,**

comprising Volume 1 (revised edition, 2nd impression 1955); and Volume 2 (revised edition 1954), both with dust jackets; together with William Court: Power and Glory; Costin & Phipps: Racing and Sports Car Chassis Design; Griffith Borgeson: The Classic Twin-Cam Engine; Walter Hassan: Climax in Coventry; Doug Nye: History of the Grand Prix Car 1966-85; and other titles relating to race car development.

(Qty)

£250 - 350

€300 - 420



21

17♦

**ASSORTED BOOKS RELATING TO RACING DRIVERS AND MOTORSPORT,**

including Prince Chula: Brought Up in England, (signed by Prince Chula); three Goodwood race programmes for 1951 and 1952, (signed by Prince Bira, Raymond Mays and Fangio respectively), together with other titles including Prince Bira: Bits and Pieces; Prince Chula: Blue and Yellow; Count Lurani: Nuvolari; Mike Hawthorn: Champion Year, and Challenge Me The Race; Juan Manuel Fangio: My Twenty Years of Racing; Schlegelmilch & Lehbrink: Grand Prix de Monaco; William Boddy: The History of Brooklands Motor Course 1906-1940; David Owen: Targa Florio; an Autocourse annual 1979-80, and assorted 1950s-60s mainly Goodwood race programmes.

(Qty)

£250 - 350

€300 - 420

18♦

**BOOKS RELATING TO BRITISH RACING MARQUES AND OTHER MOTORING SUBJECTS,**

including David Weguelin: ERA The History of English Racing Automobiles, in slipcase; Janos Wimpffen: Elva, The Cars, The People, The History; Laurence Pomeroy: The Grand Prix Car, Volume 1 (4th impression 1964); Raymond Mays & Peter Roberts: BRM; Arthur Owen: The Racing Coopers; Kenneth Ullyett: The Jaguar Companion; Schlegelmilch & Lehbrink: Aston Martin; 25 assorted editions of Automobile Quarterly volumes 1-21, and other titles relating to Jaguar, BRM, Russell Brockbank, and other motoring, automobilia and aviation subjects.

(Qty)

£300 - 400

€360 - 480

19

**JOHN W BURGESS, 'AMILCAR - ON THE DIRT TRACK',**

signed, gouache on artists' board, depicting an Amilcar C6 racing voiturette at speed at an American dirt track event, 23 x 32cm, mounted, framed and glazed (cracked), together with three preliminary sketches by the artist for the work, one framed and glazed, the largest 45 x 57cm.

(4)

£400 - 600

€480 - 720

20

**INDIANAPOLIS MOTOR SPEEDWAY COLLECTIBLES,**

comprising two presentation glass trays, one circular 1986, one rectangular 1991, and five glasses, all decorated with past winners of the Indy 500, a sculpted porcelain limited edition whisky decanter model of Bobby Unser's 1973 Olsonite race car by Lionstone, 38cm long, two similar glazed ceramic 'Mexico' and 'Kraco' promotional models of American race cars, together with a small limited edition (19/75) plaster model of Stirling Moss's race helmet, goggles, gloves and BRDC race overalls, mounted on a wooden base with plaque, and seven assorted car badges including Ferrari bonnet badge and Club Lotus.

(Qty)

£250 - 300

€300 - 360

21

**JOHN W BURGESS, 'AMILCAR - IN THE PITS',**

signed, gouache on artists board, depicting the car undergoing maintenance as a competitor speeds past at an American dirt track event, 22 x 33cm, mounted, framed and glazed, offered together with an unframed preliminary sketch on paper by the artist for the work, 44 x 57cm, and two folios of motoring prints after Burgess.

(4)

£400 - 600

€480 - 720

John W Burgess was manager/director of the Briggs Cunningham Automotive Museum, California.



23

22

**TWO INDY 500 CHIEF MECHANIC'S BLAZERS FOR 1971 & 1973 AND OTHER TEAM CLOTHING AND POSTERS,**

one black and one maroon, each with gold thread embroidered patches to breast pocket, awarded by the USAC, and other assorted Indy 500 sponsors' jackets including Viceroy 'Vel's Parnelli Jones Racing', March Racing, Vandervell and Kraco, a GoodYear canvas flag originally presented as a car 'blanket' to Team managers whose cars qualified on the front row of the Indy, together with a very large 14-sheet 1972 Ontario Motor Speedway 'California 500' bill-board poster featuring the Bobby Unser's Dan Gurney Racing Olsonite Eagle race car, comprising 14 folded sheets to make a poster measuring approximately 290 x 657cm (115 x 259 inches), and other assorted mainly Indy 500 and American racing related posters.

(Qty)

£250 - 300

€300 - 360

**Other Properties**

23

**AN ORIGINAL MONOCHROME IMAGE OF THE BRADBURY MOTORCYCLE RECORD BREAKING SIDECAR OUTFIT, 1912,**

in good original condition and depicting the outfit and riders on arrival outside the Lands End Hotel, photographed and mounted by Vaughn. T. Paul of Penzance, the image 29 x 35cm.

£250 - 350

€300 - 420

24

**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 black ink, framed and glazed, 59 x 64cm overall.

£300 - 400

€360 - 480



27

25

**A GOODWOOD WHIT-MONDAY RACE MEETING POSTER,**

printed in red, blue and black on paper by Oxley & Son (Windsor) Ltd with artwork after Roy Nockolds, folded and creased, 75 x 50cm, unmounted.

£300 - 400

€360 - 480

26<sup>0</sup>

**ASSORTED POSTERS AND PRINTS,**

all framed and glazed, comprising three Goodyear posters, the largest 63 x 92cm, a framed display of eight Ayrton Senna photographs, a framed display of seven 'Legends of Formula One' photographs, and a Barry Sheene photo-print by Keith Martin Photography, some with facsimile signatures.

(6)

£300 - 400

€360 - 480

27

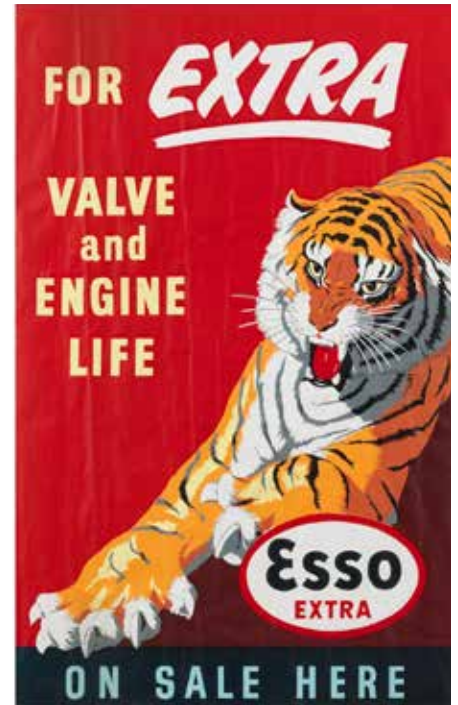
**A PAIR OF FRAMED ESSO EXTRA 'TIGER' SILKSCREEN POSTERS, CIRCA 1956**

each brightly coloured, printed on paper, 70 x 45cm, mounted, framed and glazed, some wear and creasing to paper.

(2)

£500 - 700

€600 - 840



27



27<sup>A</sup>

27<sup>A</sup>

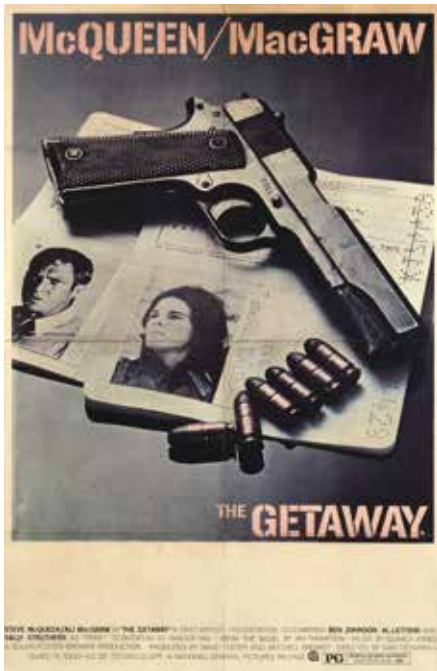
**'W196' A PROTOTYPE CASTING BY DAVID HAYWARD, 2003, FOR THE GOODWOOD FESTIVAL OF SPEED,**

solid sand-cast metal block with rubber base, depicting W196 Streamliner, a pre-production casting commissioned by Lord March, test piece for the final limited run of 15 trophies awarded at 10th Anniversary of the Festival of Speed at Goodwood in 2003, measuring 34cm long, offered together with a small alloy plaque partially impressed with the Goodwood Festival of Speed logo, several photographs and slides of the finished trophies and a handwritten letter from the sculptor pertaining to the casting.

(Qty)

£300 - 400

€360 - 480



29 (part)



30



28

28  
**FOUR 1954 MERCEDES-BENZ GRAND PRIX VICTORY HANDBILL POSTERS**, celebrating successes for Mercedes-Benz at the 1954 Italian, French, German and Swiss Grand Prix, with drivers Juan Manuel Fangio, Karl Kling and Hans Hermann, together with a 'Victories for Progress' handbill poster, celebrating race successes for 1954 and 1955, each featuring artwork after Hans Liska, each measuring 29 x 21cm, contained within a blue card Mercedes-Benz folder.

(6)  
**£500 - 600**  
**€600 - 720**

29<sup>o</sup>  
**A FILM POSTER FOR 'THE GETAWAY'**, SOLAR PRODUCTIONS, 1972, starring Steve McQueen and Ali MacGraw, U.S. one-sheet poster, 104 x 69cm, together with a set of front of house stills for Steve McQueen's last completed film, 'Tom Horn'.

(Qty)  
**£500 - 700**  
**€600 - 840**

30  
**A 1930'S CUNARD WHITE STAR CRUISES POSTER AFTER WILLIAM HOWARD JARVIS (BRITISH, 1903-1964)**, full colour on paper, 102 x 63cm, printed in England for Botton Menhenitt & Mutton, Tourist Agents, Wadebridge, unmounted, slight loss of paper to margins, 3cm tear to top right corner.

**£500 - 700**  
**€600 - 840**

31  
**'MERCEDES BENZ 300 SL', TWO LIMITED EDITION PRINTS AFTER FRANK WOOTTON, SIGNED BY STIRLING MOSS AND DENIS JENKINSON**, depicting the winners of the 1955 Mille Miglia, each signed by the artist, comprising limited edition numbers 698/850 and 699/850, 47 x 60cm, in original packaging.

(2)  
**£250 - 350**  
**€300 - 420**

32<sup>o</sup>  
**FOUR LIMITED EDITION MOTORING THEMED PRINTS**, comprising 'Austin Healey 110 Sebring' after Nicholas Watts, numbered 171/500, signed by drivers Stirling Moss, John Fitch, E McMillen and M Llewellyn, 52 x 72cm, 'Tetre Rouge Corner, Le Mans 1955' after Lawrence Bold-de-Haughton, (numbered 775/850), signed by the artist and driver Ken Richardson, 50 x 76cm, and 'Healey in the Cotswolds' and 'MGA at Malham', both after Kevin Walsh, signed by the artist and numbered 201/500 and 480/500 respectively, both 41 x 60cm, all mounted, framed and glazed.

(4)  
**£250 - 350**  
**€300 - 420**

33<sup>o</sup>  
**FOUR FRAMED JAGUAR PRINTS**, comprising 'Nightfall' after Alan Fearnley limited edition 187/850 with driver's signatures (faded), two car portraits after John Francis depicting D-Type and E-type Jaguars, signed by the artist, Stirling Moss and Norman Dewis, and another Jaguar endurance car portrait, each framed and glazed, the largest 54 x 65cm overall.

(4)  
**£250 - 350**  
**€300 - 420**

34<sup>o</sup>  
**SIX FRAMED FERRARI PRINTS AND POSTERS**, including Ferrari at Le Mans after Graham Bosworth, 1967 Le Mans after Graham Turner, Limited edition number 70/50, with some Ferrari calendars and modern sales ephemera.

(Qty)  
**£250 - 350**  
**€300 - 420**

35<sup>o</sup>  
**THREE MOTOR RACING PRINTS AFTER TERENCE CUNEO**,

comprising 'Bentleys at Le Mans 1929', signed by the artist in pencil, 73 x 82cm; 'Jaguar Pit Stop Le Mans 1953', limited edition number 216/850, signed by the artist and Lofty England, 50x 60cm; and 'The Spirit of Brooklands', limited edition 198/850, signed by the artist and five Brooklands drivers, 50 x 62cm; each framed and glazed.

(3)  
**£300 - 500**  
**€360 - 600**

36\* ◊

**THREE SIGNED LIMITED EDITION PRINTS AFTER ALAN FEARNLEY,**

comprising 'Fight to the Finish' signed by Ayrton Senna and the artist, number 742/850, 'Fangio's Victory at Monaco' signed by Juan Manuel Fangio and the artist, number 341/500 and 'Fangio' signed by Fangio and the artist, number 341/500, each 51 x 69cm., unmounted.

(3)

£450 - 550

€540 - 660

37 AR

**S C H 'SAMMY' DAVIS (1887-1981), "AND, ANYHOW, RACING TEACHES ONE SUCH A LOT ABOUT THE PETROL ENGINE",**

signed, pen and ink cartoon, reproduced on page 17 of Casque's Sketchbook Book, published by Iliffe & Sons, circa 1934, 15 x 20cm, framed and glazed.

£250 - 350

€300 - 420

38

**DAIMLER SP250 ARTWORK,**

comprising a pencil drawing by David James, dated December 2007, and a commemorative print, both mounted, framed and glazed, the larger 39 x 28cm.

(2)

£250 - 350

€300 - 420

39 AR

**FRANK WOOTTON (1911-1998), 'F/LT J.B. NICOLSON VC 249 SQN',**

signed, pencil drawing on paper, 38 x 27cm, mounted, framed and glazed.

£300 - 500

€360 - 600

*Air Ministry, 15 November 1940.*

*The KING has been graciously pleased to confer the Victoria Cross on the undermentioned officer in recognition of most conspicuous bravery : —*

*Flight Lieutenant James Brindley NICOLSON (39329) — No. 249 Squadron.*

During an engagement with the enemy near Southampton on 16th August 1940, Flight Lieutenant Nicolson's aircraft was hit by four cannon shells, two of which wounded him whilst another set fire to the gravity tank. When about to abandon his aircraft owing to flames in the cockpit he sighted an enemy fighter. This he attacked and shot down, although as a result of staying in his burning aircraft he sustained serious burns to his hands, face, neck and legs. Flight Lieutenant Nicolson has always displayed great enthusiasm for air fighting and this incident shows that he possesses courage and determination of a high order.



39

By continuing to engage the enemy after he had been wounded and his aircraft set on fire, he displayed exceptional gallantry and disregard for the safety of his own life.

Nicolson was the only Battle of Britain pilot and the only pilot of RAF Fighter Command to be awarded the Victoria Cross during the Second World War. Nicolson's Victoria Cross is displayed at the Royal Air Force Museum, Hendon, England.

40 AR ◊

**DION PEARS (1929-1985), "DION'S LAST PAINTING"**

unsigned, acrylic on canvas depicting a Hawker pre-war bi-plane, 61 x 91cm, the rear of the canvas marked 'Dion's Last Painting', the right stretcher marked 'Dads last picture' in pencil, unframed, together with two Hawker Hunter prints, with artwork after F/Lt Michael Rondot, signed by pilots including Neville Duke, rolled, with associated ephemera.

(3)

£250 - 350

€300 - 420

**Dion Pears (1929 — 1985)**

Dion Pears was a British painter. Born in Richmond, Surrey in 1929, Pears was the grandson of the famed marine artist Charles Pears. Following the 1950 Monte Carlo Rally Pears was commissioned by the car manufacturer Renault to produce a painting of one of their winning cars. The artist soon came to be considered among the most eminent motorsport artists. He was commissioned



40



41

by several celebrated motor racing drivers to represent their successes and beloved cars in his distinctive and lively style of painting, capturing lasting impressions of both the racing car and the winning driver. From Le Mans to Grand Prix, Bentley to Ferrari the artist regularly received commissions to paint contemporary races and legendary events retrospectively. As his career developed, Pears expanded his oeuvre and became well regarded for his paintings of motorcycles and aeroplanes too. Alongside his more popular automobile paintings, Pears was an accomplished seascape and landscape artist. Dion Pears passed away in 1985. His work remains in the collection of the National Motor Museum, several important private British collections and other collections around the World.

41 AR

**TONY SMITH (BRITISH, 1932- ), '1970 BELGIAN GRAND PRIX',**

signed and dated 1970, acrylic on board, depicting Chris Amon in his March on his way to setting the fastest lap, leading a line of cars comprising eventual winner Pedro Rodriguez/BRM, Stewart/March, Ickx/Ferrari, Rindt/Lotus and Beltoise/Matra, 63 x 83cm, framed.

£250 - 350

€300 - 420



42

42  
**'JAGUAR XK150', AN ORIGINAL ARTWORK,**

unsigned, gouache on paper, a view of the car, 24 x 39cm, mounted, framed and glazed, offered together with a framed and glazed tax disc, originally fitted to the car depicted and with expiry date March 1976.

(2)  
**£250 - 350**  
**€300 - 420**



42 (part)

43 AR  
**MICHAEL WRIGHT (1935- ), 'P3 ALFA ROMEO',**

signed, watercolour on paper, montage depicting the car in three different scenes, 55 x 66cm, framed and glazed.

**£250 - 350**  
**€300 - 420**

44 AR  
**A.DOOLEY, 'MG PB',**

signed, watercolour on artists' paper, depicting the car at speed, 42 x 64cm, mounted, framed and glazed.

**£300 - 500**  
**€360 - 600**

45<sup>o</sup>  
**DION PEARS (1929-1985), '1929 SPEED SIX BENTLEY SPECIAL',**

signed, acrylic on canvas depicting the car formerly owned by Victor Gauntlett, registration AC 260 chassis KF2378 at speed on a banked circuit, 71 x 92cm, unframed (small taped repair to back of tear in canvas).

**£300 - 500**  
**€360 - 600**



43

46 AR  
**RODNEY DIGGENS (1937 - ), 'VINTAGE BENTLEY MONTAGE',**

signed and dated '82, watercolour and gouache, depicting three famous Bentley cars, 49 x 69cm, framed and glazed.

**£400 - 600**  
**€480 - 720**



46

47 AR  
**RAYMOND GROVES (BRITISH 1913-1958), TWO ARTWORKS DEPICTING JAGUAR RACE SCENES,**

each signed, mixed media on artists' board, the first 'Silverstone '58', depicting Hawthorn in his Jaguar Mk.I 'VDU 881' chasing down Tommy Sopwith also in Jaguar, (mark to upper right corner), 27 x 38cm, the second 'Monte Carlo Rally 1956', depicting Ronnie Adams on his way to victory in the Jaguar Mk.VII Saloon, 30 x 39, both unframed.

(2)  
**£500 - 700**  
**€600 - 840**

48 AR  
**LESLIE CARR (BRITISH 20TH CENTURY), AN ORIGINAL ARTWORK ILLUSTRATION FOR MORRIS CARS, LATE 1920S,**

signed, gouache on artists' board, depicting two Morris cars 'back-to-back' against a ruined fort setting, believed to have been used in Morris promotional literature, the image measuring 19 x 63cm, with protective draughting film and paper overleaves, the board measuring 38 x 76cm overall, together with two smaller monochrome illustrations by the same artist, unsigned, both gouache on artists' board, depicting 15.9hp Morris Oxford Saloon and 5-seater models respectively, both 28 x 38cm, a "Technics without Tears" book cover title design featuring a Morris, pen and ink on paper, 14 x 39cm, and five monochrome photographs depicting 1930s Morris promotional advertising designs.

(9)  
**£800 - 1,200**  
**€960 - 1,400**

49 AR  
**LESLIE CARR (BRITISH 20TH CENTURY), AN ORIGINAL FRONT COVER ILLUSTRATION FOR MORRIS CARS, 1927,**

signed, gouache on artists' board, depicting a 15.9 'Empire' Morris Oxford Saloon, 66 x 53cm, used as a front cover illustration for Morris Cars 1927 range brochure.

**£1,000 - 1,500**  
**€1,200 - 1,800**

*See illustration on Automobilia title page*

50 AR  
**LESLIE CARR (BRITISH 20TH CENTURY), TWO ORIGINAL ARTWORK ILLUSTRATIONS FOR MORRIS CARS, 1920S,**

each signed, gouache on artists' board, each depicting a Morris car in a country setting, both believed to have been used in Morris promotional literature, each image approximately 28 x 43cm, each with protective draughting film and paper overleaves, each board measuring 38 x 54cm.

(2)  
**£1,150 - 1,450**  
**€1,400 - 1,700**

51  
**A SELF-PORTRAIT PLASTER MAQUETTE OF CHARLES SYKES, 1931,**

depicting the artist and creator of the famed Rolls-Royce 'Whisper' and 'Spirit of Ecstasy' mascots in standing pose, signed and inscribed under the base 'To Alba From the Old Sunset Charles Sykes 20.10.31', glued repair to neck and some chips to plaster, measuring 23.5cm high.

**£250 - 300**  
**€300 - 360**





48 (part)



48 (part)



48 (part)



51



50



50

52<sup>◊</sup>  
**A HAND-PAINTED 'ALFA ROMEO' GARAGE DISPLAY EMBLEM,**  
 modern, fibreglass construction, incorporating the Clover Leaf design, 87 x 110cm.  
 £250 - 300  
 €300 - 360

53<sup>◊</sup>  
**AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,**  
 modern, cold-cast resin and aluminium composite, in the form of the winged badge, 150cm wide.  
 £250 - 300  
 €300 - 360

54<sup>◊</sup>  
**A 'MASERATI' GARAGE DISPLAY EMBLEM,**  
 modern, cold-cast resin and aluminium composite, 120cm high.  
 £250 - 350  
 €300 - 420

55<sup>◊◊</sup>  
**A HAND-PAINTED 'MARTINI PORSCHE' GARAGE DISPLAY EMBLEM,**  
 modern, fibreglass construction, 67 x 147cm.  
 £250 - 300  
 €300 - 360



70

66

67

65

64



68

63

71

69

56<sup>o</sup>  
**A 'ZAGATO MILANO' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z', 70 x 110cm.

£250 - 300

€300 - 360

57<sup>o</sup>  
**AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the badge, 100cm high.

£250 - 300

€300 - 360

58<sup>o</sup>  
**AN ASTON MARTIN 'DB5' GARAGE DISPLAY EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the badge, 100cm high.

£250 - 300

€300 - 360

59  
**A COLD CAST ALUMINUM ART DECO STYLE JAGUAR XK120 SCULPTURE,**

modern, cold-cast resin and alloy composite, 70cm long.

£250 - 300

€300 - 360

60<sup>o</sup>  
**THREE HAND-PAINTED ESSO MR & MRS DRIP WOODEN CUT-OUT FIGURES,**

modern, comprising figures of Mr Drip and Mrs Drip, and another of Mr Drip waving a chequered flag, each approximately 120cm high.

(3)

£300 - 400

€360 - 480

61<sup>o</sup>  
**A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,**

modern, fibreglass construction, 120cm high.

£600 - 800

€720 - 960

62  
**ASSORTED OIL CANS AND TINS,**

including two early priming tap kettles, one for petrol 29cm high, with wooden handle, the other possibly for acetylene, 22cm high, together with an oiler, a Bib No.2 oil can, three tins including two Dunlop, two small oil/grease dispensers and a Junior Pyrene extinguisher.

(10)

£250 - 300

€300 - 360

63

**A 2 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1900,**

blue band diamond enamel decoration, complete with spout cap and chain.

£300 - 400

€360 - 480

64

**A 1½ LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1902,**

enamelled Indian blue with decorative Petroleum graphics, with original spout cap and chain.

£300 - 400

€360 - 480

65

**A 3 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1897,**

in green stove enamel, complete with spout cap and chain.

£300 - 400

€360 - 480

66

**A 2 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1900**

in white stove enamel with gold band decoration, marked Petrole in gold lettering on the body, complete with original enamelled filling cap, brass spout cap and chain.

£300 - 400

€360 - 480

67

**A 2 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1899,**

in white enamel with decorative scales motif decoration and Petroleum graphics with original spout cap and chain.

£300 - 400

€360 - 480

68

**A 1 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1899,**

green stove enamel with white Petroleum graphics, complete with spout cap and chain.

£300 - 400

€360 - 480

69

**A 5 LITRE "PETROLEUM" ENGINE PRIMING TAP KETTLE/CONTAINER, FRENCH,**

cobalt blue enamel with wooden bail handle, original filling and spout cap with chain.

£300 - 400

€360 - 480

70

**A 2 LITRE PRIMING TAP KETTLE, FRENCH, CIRCA 1897,**

enamelled in unusual rippled-water pattern, with brass cap, nozzle and chain.

£350 - 450

€420 - 540



76

71  
**A SCARCE ½ LITRE SPIRITUS ENGINE PRIMING TAP KETTLE, CIRCA 1896,**  
 white enamel with black Gothic lettering,  
 complete with spout cap and chain.

£350 - 450  
 €420 - 540

72<sup>◊</sup>  
**A QUANTITY OF ASSORTED BSA SPANNERS,**

some suitable for vintage Bentley tool kits,  
 others for motorcycle or bicycle use, together  
 with other tools including Abingdon King  
 Dick adjustable spanners, a heavy German  
 adjustable spanner, pliers, oil cans, a brass  
 greaser, canvas tool roll and two canvas bags.  
 (Qty)

£250 - 350  
 €300 - 420

73<sup>◊</sup>  
**ASSORTED TOOLS FOR EDWARDIAN ROLLS-ROYCE,**

including various C-spanners, some marked  
 Rolls-Royce, two tube sockets, used, a Silver  
 Ghost petrol priming can and a valve-lifting tool,  
 together with a leather tool bag (one handle  
 broken).

(Qty)  
 £250 - 350  
 €300 - 420

74  
**A CASED FERRARI F430 TOOL KIT,**  
 black vinyl briefcase with 'Ferrari' script to lid,  
 complete, fitted with two Chrom-Vanadium  
 spanners, pliers, screwdriver, tow-hitch, bulbs,  
 fuses, and other tools and spares, the case  
 measuring 33cm wide.

£400 - 500  
 €480 - 600

75  
**A 501/502 BMW CAST ALLOY TOOL BOX,**  
 1950S,

painted light green, fitted with Hazet tools,  
 (lacking one small and two large spanners), with  
 additional extension bar to a Hazet socket set  
 and a feeler gauge, the box 30 x 14 x 8.5cm,  
 paint chipped and worn.

£500 - 800  
 €600 - 960

76<sup>◊</sup>  
**ASSORTED TOOLS TO SUIT A VINTAGE MOTORCAR INCLUDING BENTLEY,**

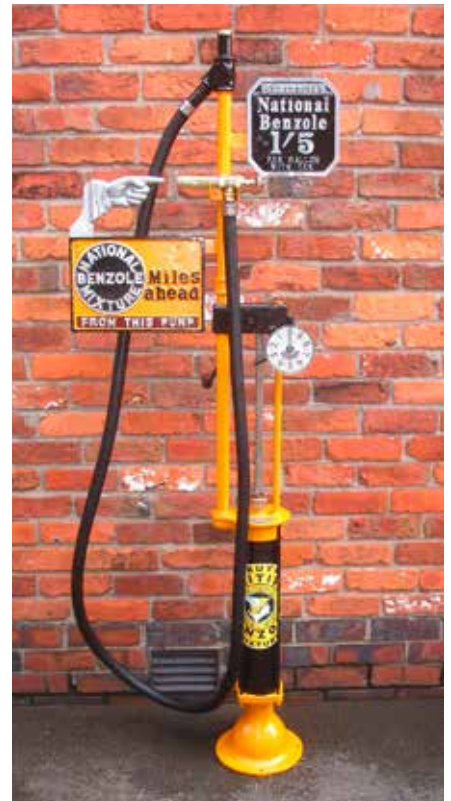
including a Desmo foot pump, a Skyhi Model  
 207 bottle jack with handle, a Minimax brass  
 fire extinguisher, a hand-drill, five grease guns  
 including Tecalemit, a Kaye's oil can, various  
 mainly BSA C-spanners, four King Dick  
 adjustable spanners, four 'perfect pattern'  
 screwdrivers, pliers, two wooden-handled  
 hammers, various pliers, three Dunlop tyre  
 levers, a Schrader tyre gauge, and other items,  
 together with a leather box-bag with interior  
 base tray.

(Qty)  
 £600 - 800  
 €720 - 960

77  
**TWO FERRARI TOOL KITS,**

comprising a tool roll for a Ferrari 308 with 14  
 tools, and a Ferrari 512 BB tool case, with  
 some tools replaced or missing, the case  
 speckled with white paint, worn.

(2)  
 £800 - 1,000  
 €960 - 1,200



78



79



91

78<sup>00</sup>

**A GILBERT & BARKER HAND OPERATED PETROL PUMP,**

restored in National Benzole livery with a Benzole pointing hand "From This Pump" brand plate & 1/5d price flag plate, and "Buy British Benzole Mixture" transfer, original Goodyear rubber delivery hose, burnished steel pumping rack, gallon trip meter, 200cm high overall.

£900 - 1,200  
€1,100 - 1,400

79<sup>00</sup>

**AN AVERY HARDOLL MODEL CH1 ONE GALLON HAND CRANKED PETROL PUMP,**

mounted with unusual Shell brand plate, 1/6d price flag, together with a "Guaranteed Sealed Shell" transfer on the pumping cylinder, 179cm high overall.

£1,400 - 1,800  
€1,700 - 2,200

80<sup>00</sup>

**A 'FINA SUPER' GLASS PETROL PUMP GLOBE,**

decorated in red and blue, 47cm high.

£250 - 350  
€300 - 420

81<sup>00</sup>

**A 'FINA SPECIAL' GLASS PETROL PUMP GLOBE,**

decorated in red and blue, 47cm high.

£250 - 350  
€300 - 420

82<sup>00</sup>

**A 'SHELL' GLASS PETROL PUMP GLOBE,**

with raised red lettering, 44cm high.

£250 - 350

€300 - 420

83<sup>00</sup>

**A REPLICA 'POWER ETHYL' GLASS PETROL PUMP GLOBE,**

hand-shaped, lettered in green and red, 56cm high.

£250 - 350

€300 - 420



82

84<sup>00</sup>

**A 'BP SUPER' GLASS PETROL PUMP GLOBE,**

lettered in green, yellow and red, 45cm high.

£250 - 350

€300 - 420

85<sup>00</sup>

**A 'BP SUPER PLUS' GLASS PETROL PUMP GLOBE,**

lettered in green, yellow and red, 45cm high.

£250 - 350

€300 - 420

86<sup>00</sup>

**TWO REPLICA PETROL PUMP GLOBES,**

each three-sided, comprising Dominion and National Benzole Mixture.

(2)

£250 - 350

€300 - 420

87<sup>00</sup>

**TWO PETROL PUMP GLOBES,**

comprising replica glass Sealed Shell globe and a plastic Esso Extra globe.

(2)

£250 - 350

€300 - 420

88<sup>00</sup>

**A 'NATIONAL BENZOLE' GLASS PETROL PUMP GLOBE,**

diamond-shaped, lettered in blue with blue stripe, 48cm high.

£250 - 350

€300 - 420

89<sup>00</sup>

**A 'SHELL' GLASS PETROL PUMP GLOBE,**

red lettering, faded with slight chips to foot, 43cm high, together with a Shell advertising mirror in frame and a Pratts two gallon can.

(3)

£250 - 350

€300 - 420



92

90<sup>00</sup>

**AN 'ECONOMY SHELL' GLASS PETROL PUMP GLOBE,**

red lettering, faded with slight chips to foot, together with another repainted Shell globe.

(2)

£250 - 350

€300 - 420

91<sup>00</sup>

**A 'NATIONAL BENZOLE MIXTURE' GLASS PETROL PUMP GLOBE,**

diamond-shaped, transfer printed with green outline and black painted neck, 48cm high.

£300 - 400

€360 - 480

92<sup>00</sup>

**A 'CLEVELAND DISCOL' GLASS PETROL PUMP GLOBE,**

lettered in red and blue, 41cm high.

£300 - 500

€360 - 600

93<sup>00</sup>

**TWO GLASS PUMP GLOBES,**

comprising Not For Resale and Aladdin Pink Paraffin, each 41cm high.

(2)

£350 - 450

€420 - 540

94<sup>00</sup>

**TWO GLASS PETROL PUMP GLOBES,**

comprising Esso oval, by Hailware, dated 11.6.66 on neck, 51cm wide and a Shell Diesoline globe, lettered in Red and Black, dated 14.6.73 on neck, 44cm high, some loss to neck.

(2)

£350 - 450

€420 - 540

95<sup>◇</sup>

**TWO ENAMEL ADVERTISING SIGNS WITH THERMOMETERS,**

comprising KLG Bougies, French, 100cm high, and Duckhams Q20-50 oil, 92cm high, with thermometer behind plastic cover (cover discoloured and brittle with some loss)

(2)

£250 - 350

€300 - 420

96<sup>◇</sup>

**A 'MORRIS SERVICE AND SALES' ALLOY SIGN,**

together with a Ford enamel sign, 102cm high, (worn condition AF).

(2)

£250 - 350

€300 - 420

97<sup>◇◇</sup>

**VARIOUS ADVERTISING SIGNS,**

including a National Benzole enamel sign, a double sided Pratts Motor Spirit enamel sign, an Avon Tyres enamel sign, a printed tin Ferodo double sided sign, a petroleum spirit warning sign, a National Benzole pump alloy sign, a glass RAC panel from an illuminated sign box, a Raleigh Cycles sign, and a Duckhams thermometer, (various conditions AF).

(Qty)

£250 - 350

€300 - 420

98<sup>◇◇</sup>

**ASSORTED BRITISH PETROLEUM ENAMEL ADVERTISING SIGNS,**

including a large BP Union Jack, 92 x 136cm, BP Ethyl, 61 x 53cm, BP Commercial, 47 x 93cm, White May and Royal Standard BP Lamp oils, double sided, 31 x 46cm, a BP Shield, 77 x 72cm, a cast alloy BP Shield and a BP Motor Spirit double sided Union Jack example, (various conditions AF).

(7)

£250 - 350

€300 - 420

99<sup>◇</sup>

**TWO LARGE ENAMEL ADVERTISING SIGNS,**

'Take No Risks Take Dominion' 76 x 120cm, together with a Gargoyle Mobiloil example, 76 x 114cm, (various conditions AF).

(2)

£250 - 350

€300 - 420

100<sup>◇◇</sup>

**FOUR LARGE PETROL ENAMEL ADVERTISING SIGNS,**

including a good Shell Motor Spirit Motor Oils enamel sign, 92 x 182cm, a 'Get Pratts Here' enamel sign, 75 x 183cm, a Cleveland Guaranteed sign, 77 x 122cm and an Esso sign, 92 x 120cm, (various conditions AF).

(4)

£250 - 350

€300 - 420

101<sup>◇</sup>

**FOUR ADVERTISING SIGNS,**

including Michelin shield enamel sign, 110cm high, a BP Plus enamel sign, 53cm wide, a double sided printed Motul Swan Finch sign, 70cm diameter and a shell Service printed sign, 87cm wide. (4)

£250 - 350

€300 - 420

101A<sup>◇◇</sup>

**THREE LARGE ENAMEL TYRE COMPANY ADVERTISING SIGNS,**

comprising Dunlop Motor Tyres, (some loss to enamel and backing, patches of rust-proof paint) 121 x 182cm, Dunlop "The first tyre in the World", 91 x 122cm, and Goodyear all weather tread tyres, 101 x 152cm, (various conditions AF).

(3)

£250 - 350

€300 - 420

102<sup>◇</sup>

**A GOOD PAIR OF 'POWER AGENCY' ENAMEL SIGNS,**

comprising; one Power Diesel Agency advertising sign and a Power Agency enamel sign, both on a black ground and depicting pump globes.

(2)

£300 - 500

€360 - 600

103<sup>◇</sup>

**A 'JAGUAR' LIGHT BOX SIGN,**

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

£250 - 350

€300 - 420

104<sup>◇</sup>

**A 'HUMBER' ILLUMINATING SIGN,**

steel case with angled back, painted beige, Perspex panel with red lettering, 35 x 92 x 13cm, some surface corrosion to front edges, with mains cable.

£250 - 350

€300 - 420

105<sup>◇</sup>

**A 'LOTUS' LIGHT-BOX SIGN,**

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

£250 - 350

€300 - 420

106<sup>◇</sup>

**A 'DAVID BROWN' LIGHT-BOX SIGN,**

modern, alloy frame, double-sided with Perspex panels, approximately 12 x 82cm, wired for illumination.

£250 - 350

€300 - 420

107<sup>◇</sup>

**AN 'ASTON MARTIN' LIGHT-BOX SIGN,**

modern, alloy frame, double-sided with Perspex panels, approximately 30 x 82cm, wired for illumination.

£250 - 350

€300 - 420

108<sup>◇</sup>

**AN AUTOJUMBLER'S LOT OF ASSORTED MOTORCYCLE SPARES,**

including two lightweight engines numbered B17221ZZ and the other unnumbered, another lightweight engine, numbered A233, a Brown and Barlow carburettor with manifold, a Watford 60mph speedometer with drive gear, Stuart Klaxon horn, footboards and other sundry spares, close inspection advised.

(Qty)

£250 - 350

€300 - 420

109<sup>◇</sup>

**AN AUTOJUMBLER'S LOT OF ASSORTED AUTOMOBILIA,**

including several carburettor parts including Tillotson Toledo Model MV No.1B and Claudel-Hobson, two wicker-covered glass drinks bottles for pre-War G W Scott & Sons picnic set, each 25cm high, a Bell Punch Model BB taxi meter, an Atlas safety petrol filler, patented 1916, Ki-Gass pump, a Solar Model S motorcycle lamp, Lucas spare bulb-holder, triple-barrel foot pump, a pair of hood irons (one broken), and other items.

(Qty)

£250 - 350

€300 - 420

110

**TWO BELLS,**

comprising a wall mounting alarm bell with sprung hammer, gong 20cm diameter, and a bronze town bell, 25cm diameter lip, with red-painted clapper with leather strap.

(2)

£250 - 300

€300 - 360

111

**TWO PAIRS OF PRE-WAR ELECTRIC SIDELIGHTS**

comprising a pair of CAV Model 'D' brass sidelights, and a pair of 'Duco' torpedo brass sidelights by Brown Brothers (one lens chipped), together with two brass light-switches with ceramic bases, one 'Jelly Mould' type,

(6)

£250 - 350

€300 - 420



121

112  
**THREE VETERAN OIL-ILLUMINATED SIDELAMPS,**

brass bodies, comprising a Lucas Type 535, 3¼ inch lens with ruby side lens, a Lucas No. F141, 3 inch convex lens, and a Powell & Hanmer sidelamp, 4 inch bevelled lens.

(3)  
£250 - 300  
€300 - 360

113<sup>◊</sup>  
**SIX HEADLAMPS FOR RESTORATION,** comprising a pair of War Department acetylene lamps, two Lucas electric lamps, a new/old stock Simms lamp with original label and an EOL acetylene headlamp.

(Qty)  
£250 - 300  
€300 - 360

114<sup>◊</sup>  
**ASSORTED SIDELAMPS FOR RESTORATION,**

including CAV, Duco and P&H types, various conditions, some pairs, and two marine lamps.

(Qty)  
£250 - 350  
€300 - 420

115  
**A GOOD PAIR OF OPERA TYPE SIDELAMPS,**

brass bodied, flange mounted with bevelled glass lenses, with blue star cut and ruby glasses, once oil burning, now converted to electric, together with another nickel plated opera type lamp and another French plated side lamp.(AF)

(4)  
£300 - 400  
€360 - 480



139

116  
**A PAIR OF LUCAS KING OF THE ROAD 756 OIL ILLUMINATED SIDELAMPS,**

nickel on brass, with 4 inch outer star cut lenses, (one lacking bull's-eye centre lens), 32cm high overall. (AF)

(2)  
£250 - 350  
€300 - 420

117  
**A SET OF FOUR DAVEY & CO. PARAFFIN SHIP'S LANTERNS,**

polished copper bodies with brass fittings, clear lenses, each with burner and wick, for Port, Starboard, Mast and Stern, one with green and one with red filter, each 22cm high and with loop handles, together with a 1936 'A Sartorius' carbide railway lantern by FFA Schulze of Berlin, 22cm high.

(5)  
£300 - 400  
€360 - 480

118  
**A PAIR OF LUCAS KING OF THE ROAD NO. 724 OIL ILLUMINATED SIDE LAMPS,**

each with loop handles, side mounting and 4inch lenses, 32cm high overall. (2)

£250 - 350  
€300 - 420

119<sup>◊</sup>  
**FOUR OIL-ILLUMINATING SIDELAMPS AND A LUCAS GENERATOR, FOR RESTORATION,**

comprising Imperial No.310 (lens broken), a Powell & Hanmer lamp (lens cracked), another unidentified lamp, a Lucas No.631 lamp, and a Lucas No.146 acetylene generator, for restoration, together with two brass double-twist bulb horns, one by Lucas, with mounting bracket.

(7)  
£250 - 300  
€300 - 360

120

**THREE VETERAN GRAY & DAVIS OIL-ILLUMINATED SIDELAMPS AND A SOLAR LAMP, AMERICAN,**

all flange-mounted, two with squared bodies, comprising Model 934, polished brass, 4½ inch bevelled lenses, ruby red tail lens, and a Model 837, nickel-plated, lacking 4½ inch main lens and with red tail lens, both 32cm high, together with a Model 15 nickel-plated side-lamp, with ruby read side and tail lenses, (dent to chimney lid), 24cm high, and brass Solar Model 41-A sidelamp, 6 inch concave lens, loop handle, 35cm high overall.

(4)  
£300 - 400  
€360 - 480

121<sup>◊</sup>  
**A PAIR OF MARCHAL STRILUX TYPE 292 ELECTRIC HEADLAMPS, FRENCH, 1930S,**

pillar mounted chrome plated case and rim, with polished ribbed reflector, ribbed diffuser mounted on central bear fitted with maker's badge, 10¾ inch clear lenses, (one cracked), together with a pair of Lucas running lights and a pair of CAV sidelights, various conditions.

(Qty)  
£900 - 1,200  
€1,100 - 1,400

122  
**THREE ELECTRIC SIDELAMPS, CIRCA 1920,**

brass bodies, comprising a Lucas No.614 sidelamp, 3 inch lens and ruby side-lens, a CAV Model D sidelamp, 4 inch convex lens with ruby side-lens, and a diving bell lamp, brass, with one clear and two ruby lenses.

(3)  
£250 - 300  
€300 - 360

123  
**THREE VETERAN HOWES & BURLEY OIL-ILLUMINATED SIDE-LAMPS,**

brass bodies, comprising models No.1002, No.1007, with bevelled lenses, and No.1029, each with ruby red tail lens.

(3)  
£250 - 350  
€300 - 420

124<sup>◊</sup>  
**SEVEN SMALL OIL ILLUMINATING LAMPS,**

including a Lucas 634 tail lamp, a Lucas 631 tail lamp, a Lucas Kings Own F144 sidelamp, a Bleriot side lamp, a Lucas F146 side lamp, a Yeateslyte side lamp and a J&R Oldfield dependence side lamp converted to electric.

(7)  
£250 - 350  
€300 - 420

125

**TWO CAV ELECTRIC HEADLAMPS, CIRCA 1920,**

both bell-shaped polished brass bodies, fork-mounted, comprising Model F, 9 inch bevelled lens, stamped 1738 and 1660 to hinges, and Model G lamp, 8¼ inch bevelled lens, lacking reflector.

(2)

£300 - 400

€360 - 480

126

**TWO LUCAS P100 TYPE ELECTRIC HEADLAMPS FOR RESTORATION,**

chromed shells worn, 10inch lenses with reflectors and tri-bar bulb holders, one P100S type, with ribbed lens, dent to rim, the other lacking lens and with one tri-bar strut missing.

(2)

£250 - 300

€300 - 360

127

**FIVE OIL ILLUMINATED SIDE LAMPS,**

including an Imperial model 320, a Lucas 540, a Lucas 721, a Lucas 726 and a Powell & Hanmer example.

(5)

£250 - 350

€300 - 420

128<sup>o</sup>

**THREE SELF GENERATING ACETYLENE HEADLAMPS BY POWELL & HANMER,**

two large examples with internal vertical cylinders, one brass bodied, the other steel and another example with horizontal underbody cylinder. (AF)

(3)

£250 - 350

€300 - 420

129

**FOUR EARLY BICYCLE LAMPS,**

comprising a Herm Riemann 'Phanomen' carbide lamp (re-plated), a smaller 'Trial's' lamp (possibly replica), a Miller oil lamp, and an A.V. candle lamp.

(4)

£250 - 300

€300 - 360

130

**TWO KLAXON ELECTRIC HORNS, BRITISH,**

each under-bonnet type with top bracket, Japanned black with polished alloy backing applied with maker's plaque, comprising numbers 166734A and A/176810.

(2)

£250 - 350

€300 - 420

131

**A FINE DOUBLE TURN BRASS BULB HORN,**

polished brass with wide trumpet and swivel mounting bracket, some minor dents in places, complete with bulb.

£300 - 400

€360 - 480

132

**ASSORTED SMALL DASHBOARD INSTRUMENTS,**

majority Smith ammeters, vacuum oil gauges and others including CAV, Bosch ammeter and an oval dashboard fascia fitted with oval instruments.

(Qty)

£250 - 300

€300 - 360

133

**FIVE ROLLS-ROYCE AND BENTLEY THEMED CLOCKS AND INSTRUMENTS,**

comprising a Rolls-Royce radiator shaped clock with battery powered movement, a small Rolls-Royce desk clock with quartz movement, and a small Bentley desk clock with a quartz movement in presentation box, a Smith's desk barometer on a Rolls-Royce decorated base, a 1913 Rolls-Royce cast in pewter with wheel inset with a small thermometer.

(5)

£250 - 350

€300 - 420

134<sup>Ω</sup>

**A PAIR OF BREITLING STOPWATCHES MOUNTED ON A DASHBOARD PLATE,**

each white dial with sweep seconds hand, 30 seconds per rotation, 0-30 alternate numbers in black, 31-60 alternate numbers in red, with subsidiary dial reading the half minutes in black and red, 5cm bezel, the mounting plate 6.5 x 12.5cm.

£600 - 800

€720 - 960

135

**ASSORTED DIALS AND GAUGES,**

including small Jaeger clock, an angled car clock, Hasler rev counter, manometers including boxed Compteur, a boxed 'Alpha' Voltlampe, Schrader tyre gauge, and other automobilia sundry items including two miniature model crankshafts and three hood ornaments.

(Qty)

£250 - 350

€300 - 420

136<sup>Ω</sup>

**A DRIVING MIRROR WITH INSET CLOCK BY SMITHS MOTOR ACCESSORIES LTD.,**

tinted mirror, 13cm wide, the back with Bakelite casing housing 6 Volt 2-jewelled illuminated clock movement, on adjustable mounting bracket.

£250 - 350

€300 - 420

137<sup>Ω</sup>

**TWO MODERN HEUER RALLY INSTRUMENTS, OTHER STOPWATCHES AND A CAR CLOCK,**

each of the Heuer clocks with black dial with Arabic numerals, comprising Monte-Carlo, seven jewelled clockwork movement number 7714, in plastic case with mount, and matching Master Timer, battery powered, together with a Breitling stopwatch, a Nero Lemanía stopwatch for Rolls-Royce and a Smiths MA L-type car clock.

(5)

£400 - 500

€480 - 600

138

**ASSORTED DIALS AND INSTRUMENTS,**

including a CAV switchbox with three switches and twin ammeters, Stewart Model 11 60mph speedometer, another by Stewart, worn and lacking internals, A.T. 100mph speedometer, Smiths 2500rpm rev counter, Smiths 60mph speedometer, Tapley gradient meter, Negretti & Zambra barometer, Thornycroft oil gauge and two ammeters, various conditions.

(14)

£300 - 500

€360 - 600

139<sup>o</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

€1,200 - 2,400

140<sup>o</sup>

**A ROLLS-ROYCE SILVER GHOST CYLINDER BLOCK AND RELATED SPARES,**

some corrosion, together with cover plate, associated starter and generator, both worn and corroded, and a trembler coil, used, and assorted Silver Ghost carburettor parts.

(12)

£400 - 600

€480 - 720

141

**A BOSCH TYPE DR4 MAGNETO, CIRCA 1912,**

numbered 267220, used condition.

£250 - 300

€300 - 360



149



149



152



147



147



153



151



143

143

**A ROLLS-ROYCE PHANTOM I CARBURETTOR, MID-LATE 1920S,**

main body and reservoir in polished cast bronze, manifolds in cast alloy, with some fitted linkages and internal components.

£400 - 600  
€480 - 720

144

**A BOSCH TYPE DR6 MAGNETO,**

patented 1908, numbered 335469, used.

£250 - 300  
€300 - 360

145

**A NARDI WOOD-RIMMED STEERING WHEEL,**

3-spoke wheel signed to right spoke, with centre horn-push boss and stamped '2312' to rear of hub, 37,5cm diameter.

£300 - 400  
€360 - 480

146

**AN RAC MEMBER'S BADGE, 1920S-30S,**

brass, number D4268 by Elkington & Co Ltd, with circular enamel Union Flag centre, 13.7cm high, on brass display base.

£250 - 350  
€300 - 420

147

**A REPLICA BROOKLANDS AERO CLUB MEMBER'S BADGE, POST-WAR,**

enamelled in 5 colours, 9.8cm high, on a marble base, together with a 1934 Rules and Regulations booklet.

(2)  
£250 - 350  
€300 - 420

148

**THREE GERMAN RALLY PLAQUES, 1920S,** each bronze with inlaid enamels, the largest 8 x 8.5cm.

(3)  
£250 - 350  
€300 - 420

149

**TWO BAHAMAS CAR BADGES,**

comprising rare Nassau type, chromed brass enamelled in six colours, 14.3cm high, and a painted embossed brass badge, 9.5cm high

(2)  
£300 - 400  
€360 - 480

150

**TWO CAR BADGES, FORMERLY THE PROPERTY OF RACING DRIVER ERIC THOMPSON,**

comprising early Junior Racing Drivers Club badge, number 9, painted version, 10cm high, on a display base and a Cambridge University Automobilia Club badge, chromed with green enamel, 9.5cm high.

(2)  
£300 - 400  
€360 - 480

151

**SEVEN BRITISH ARMED FORCES ENAMELLED CAR BADGES,**

comprising two Royal Flying Corps, two Royal Air Force (one numbered 1129), two Notts & Derby Foresters, (both earlier and later versions of each) by J R Gaunt of London, and an RAF 'Per Ardua' Motor Club badge by Butler of Birmingham, offered together with an AA and an RAC badge, all on wooden bases, a chromed Spitfire mascot on wooden base, and nine badge brackets for bar mounting.

(19)  
£400 - 600  
€480 - 720

Provenance: from the family of Sir Albert Ball and his son Cyril Ball.

142

**SPARES FOR A PORSCHE 'CARRERA' RS,**

including a Delco-Remy 12 Volt starter generator, numbered 11 02097 7L19, two alloy castings, numbered 901.105.106.1R and 901.105.105.3R respectively, another pair of castings, both numbered 901.105.116.OR, a pair of disc brakes, two other castings and other parts.

(12)  
£400 - 600  
€480 - 720





156

156



157

152

**AN EXTREMELY SCARCE ESTONIAN AUTOMOBILE CLUB ENAMEL BADGE, 1924-1930S,**

enamelled in dark and light blue, applied with central EAK winged wheel design, 12cm wide across the two mounting lugs.

£400 - 500

€480 - 600

The E A K Eesti Auto-Klubi was established in 1924 and remained active until the Russian occupation of the Baltic States in 1940.

153

**A FEDERATED MOTOR CLUBS 'N.E.A.A.' ENAMELLED CAR BADGE BY FATTORINI OF BRADFORD,**

nickelled badge numbered 36 to reverse, with white and lilac enamelled centre, for the North Eastern Automobile Association, hole drilled to upper edge and some loss to enamel, 10.5cm high, with mounting stud.

£400 - 600

€480 - 720

154\*

**A LARGE COLLECTION OF CAR BADGES, KEY FOBS AND EPHEMERA,**

badges include Automobile Club de Monaco, Yacht Club de Monaco, Automobile Club de Suisse, Veteran Car Club Romand, Singer Owners' Club, and others, together with a Monaco pennant, Monte Carlo Rally programmes for 1934, 1935 and 1936, booklets for Yacht Club de Monaco events, Singer Cars catalogue for 1934, a Rolls-Royce conversion tables booklet, other booklets and ephemera, assorted motoring DVDs, a selection of monochrome photographs, and assorted key fobs for Rolls-Royce and Jaguar cars.

(Qty)

£500 - 700

€600 - 840

155

**T.A.S.O. MATHIESON'S BROOKLANDS AUTOMOBILE RACING CLUB MEMBER'S BADGE, 1930S,**

engraved with driver's name to rear, mounted on a badge bar with AA and RAC badges, together with a Barnet & District MC, British Automobile Racing Club badge, 16 assorted Automobile Association badges and a Wedgewood 'The Order of the Knights of the Road' white china teapot with signatures of the 'Knights'.

(Qty)

£500 - 700

€600 - 840

This lot was formerly the property of Charles Follett, his autograph is one of those on the teapot.

156

**TWO PRE-WAR BROOKLANDS MEMBER'S BADGES,**

comprising a BARC member's badge by Spencer of London, number 99, enamelled in 8 colours, and a Brooklands Aero-Club member's badge, formerly the property of Dorothy Stanley Turner, by Spencer of London, lettered C, enamelled in 5 colours, each 9.5cm high mounted on a display base.

(2)

£800 - 1,000

€960 - 1,200

157

**A RARE GROUP OF BOXED BROOKLANDS AERO CLUB MEMBER'S LAPEL BADGES, 1933-1940,**

comprising 1933 (member number 55), 1934 (149), 1935 (122) all by W. O. Lewis (Badges) Ltd with mounting card, 1936 (104) lacking mounting card, 1937 (204) by W. O. Lewis (Badges) Ltd with mounting card, 1938 (127) lacking mounting card, 1939 (139) and 1940 (69) both by Marples & Beasley with mounting cards.

£1,200 - 1,600

€1,400 - 1,900

These Aero Club badges were all formerly the property of Brooklands member Mr 'Pop' Gammon of Petersfield, Hampshire. Mr Gammon told the current owner of these badges that he had applied to the Royal Flying Corps but was rejected because he had crashed too many aircraft!

158

**A GOOD COLLECTION OF BARC BROOKLANDS ENAMEL LAPEL BADGES,**

comprising original maker's boxes each containing one cord-tied member's badge and one pin-clasp guest's badge and original mounting cards for 1932 (number 477), 1933 (440), 1934 (399), 1935 (740), 1936 (263), 1937 (85) and 1938 (129) the 1936 badges made by Marples & Beasley the others by W.O. Lewis (Badges) Ltd, together with six un-boxed cord-tied members badges for 1922 (256), 1923 (261), 1931 (495), 1940 (120), 1941 (34) and 1942 (49), and an empty box lacking label and card mount.

(Qty)

£1,300 - 1,600

€1,600 - 1,900

These Brooklands Automobile Racing Club badges were all formerly the property of Brooklands member Mr 'Pop' Gammon of Petersfield, Hampshire.



158



159 (part)

159  
**ASSORTED MASCOTS AND BADGES,**  
 six mascots comprising 'Parapluie' a girl sheltering under her umbrella, bronze, 13cm high on a wooden base, a 'Prouesse - Girl on a Wheel', cast alloy painted green, with remains of paint, 13cm long on a wooden base, a 'Winged Siren', 1910s, nickel plated bronze, 13cm high on a wooden base, a 'Regal Angel' winged figure holding a crown aloft, 16.5cm high on a wooden base, a cast alloy John Bull figure and a chromed winged goddess on a radiator cap, together with a bronze Mercury figure, circa 1910, 18cm high and a bronze model of a WWI 'Tommy', 10cm high on a display base, five car badges, a Bugatti plaque (painted cast resin) and other items including enamel lapel badges and key fobs.

(Qty)  
 £600 - 700  
 €720 - 840

The Prouesse mascot was created by the Parisian master sculptor Charles Soudant for Leon Rubay in 1907, who later used the design as a car mascot to grace his own range of Rubay cars in USA from 1916-1923. Rubay started offering car bodies for sale in the USA from 1907 when he teamed with Rothschild & Co.

160  
**SIX ASSORTED MASCOTS,**  
 including a winged Egyptian, a Horse & Jockey, 'Diving Girl', a Swallow mascot, a Trojan and an Art Deco bird.

(6)  
 £250 - 350  
 €300 - 420



163

161\*  
**AN UNUSUAL CROWING COCKEREL MASCOT BY INDIC"AS", BELGIAN, 1920S,**  
 nickel plated bronze with integral cap and radiator level indicator gauge, complete with rod and float, 37.5cm long overall.  
 £250 - 350  
 €300 - 420

162\*  
**ASSORTED MOTORING MASCOTS,**  
 including a painted Red Devil 'Cock-a-Snook', a triangle in a Hoop, Britannia, and two Winged Goddesses, together with a cast Michelin Bibendum figure from a portable compressor, and four replica mascots, comprising Driver after Le Verrier, Speed Head after Auscher, Dragonfly after M Bertin, and 'Parapluie' Umbrella Girl.  
 (10)  
 £250 - 350  
 €300 - 420

163  
**A 'LE CHANTECLER' GALLIC COCKEREL MASCOT, FRENCH, 1920S,**  
 nickel plated, cast alloy, 14cm high, on a wooden display base.  
 £250 - 350  
 €300 - 420



175



207



196



208

164

**A PIERROT MASCOT, FRENCH, 1920S,**  
nickel plated, with Ivorine hands and face,  
12cm high, mounted on a wooden base.  
£250 - 350  
€300 - 420

165

**A JAGUAR MASCOT BY DESMO, 1930S,**  
as fitted by many owners to pre-War SS Jaguar  
cars, chrome plated, 18cm long, on display  
base.  
£250 - 350  
€300 - 420

166

**A HORSE & JOCKEY MASCOT BY LOUIS  
LEJEUNE, BRITISH, POST-WAR,**  
chrome plated with painted 'racing silks', 15cm  
loose mounted on a wooden base, together  
with a chromed model of a Spitfire engraved  
'General de Gaulle' mounted on an onyx  
ashtray.  
(2)  
£250 - 350  
€300 - 420

167

**SIX ASSORTED MASCOTS,**  
including a 'Hornet' mascot, two dragonfly  
mascots with decorated wings, a small and well  
detailed 'Owl' mascot, a winged wheel and tyre  
mascot and a flying Stork.  
(6)  
£250 - 350  
€300 - 420

168

**ASSORTED BADGES,**  
including a Bristol MC & LCC badge, RAF,  
England by Gaunt, a Cornwall St Christopher  
in its original box, two AA Commercial vehicle  
badges, an AA New Zealand badge, RAC,  
National Trust, a motorcycle or light car AA  
badge, another RAC full members badge for  
a motorcycle or Light car and a selection of  
modern 'Cornwall' related car badges.  
(Qty)  
£250 - 350  
€300 - 420

169

**ASSORTED ANIMAL MASCOTS,**  
including 'Hornet' with a 19.5cm wingspan,  
two dragonfly mascots with decorated wings, a  
small owl, a winged wheel with tyre and a flying  
stork.  
(6)  
£250 - 350  
€300 - 420

170

**A ROLLS-ROYCE LATE GHOST SPIRIT OF  
ECSTASY MASCOT, 1918-1925,**  
signed 'Charles Sykes' and marked 'R.R.Ltd  
6.2.11' to base, nickel plated, some pitting,  
15cm high, mounted on a wooden base,  
offered together with a replica bronze 'Whisper'  
mascot after Charles Sykes, 16cm high, on a  
marble base.  
(2)  
£250 - 350  
€300 - 420

171

**A VAUXHALL 'WYVERN' MASCOT BY  
JOSEPH FRAY LTD, 1929-1930,**  
nickel-plated, marked to rear of base, 10cm  
high, on a marble plinth.  
£250 - 350  
€300 - 420

172

**A REPLICA 'MICHELIN STOP' MASCOT,  
POST-WAR,**  
nickel plated, engraved underneath 'M Made  
in France', 11cm high, loose mounted on a  
wooden display base.  
£250 - 350  
€300 - 420

173

**A 'DANCING MUSE' MASCOT AFTER LE  
VERRIER, FRENCH, CIRCA 1930,**  
signed, metal alloy with 'bronzed' patina, 14cm  
high, on marble base.  
£250 - 350  
€300 - 420



171

174\*

**A 'WINGED PHARAOH' MASCOT, CIRCA  
1930,**  
unsigned, chrome plated bronze, 12cm high, on  
chromed radiator cap.  
£250 - 350  
€300 - 420

175\*

**A RARE 'SPIRIT OF FLIGHT' MASCOT BY  
ANDRE-VINCENT BECQUEREL, FRENCH  
LATE 1920S,**  
depicting a figure holding aloft the Spirit of  
St.Louis Ryan monoplane, signed nickel and  
chrome plated bronze, 23cm long, on shaped  
wooden base.  
£250 - 350  
€300 - 420

176\*

**ASSORTED MOTORING MASCOTS,**  
including Wolseley, Armstrong Siddeley, Jaguar,  
Rover, and others.  
(12)  
£250 - 350  
€300 - 420



180



181



182



210



185



188

177\*

**TWO BRITISH MASCOTS,**

comprising nickelled Policeman, 17cm high, on chromed cap, and polished bronze 'Old Bill' by Bruce Bairnsfather, complete with column mount on period cap.

(2)

£250 - 350

€300 - 420

178\*

**ASSORTED AMERICAN MASCOTS AND HOOD ORNAMENTS,**

including Pierce Arrow, Cadillac, Pontiac, Plymouth, de Soto, Dodge, and Stutz, various conditions.

(10)

£250 - 350

€300 - 420

179\* ◊

**A GOOD QUANTITY OF ASSORTED HOOD EMBELLISHERS, MASCOTS, BADGES AND SCRIPTS,**

including embellishers for Dodge, Peugeot, Pontiac, Morris, mascots including Packard Swan, Austin 'A', Morris 8, badges including Automobile Club Suisse, Touring Club Swiss, Jaguar Cars Ltd, Peugeot, Fiat, and other items.

(Qty)

£250 - 350

€300 - 420

180

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

post-1977 type, chromed, each 10.5cm high, one marked '(R) Rolls-Royce Motors Limited' around base and with spring-back mechanism.

(2)

£250 - 350

€300 - 420

181\*

**A RARE SMOKING 'TOBY DOG' MASCOT, BRITISH, CIRCA 1910,**

cast brass figure depicting Mr Punch's dog, on decorative base, 13cm high, hollow cast with cigar and supply tube, on turned wooden base, together with a display mounted photograph showing the smoking action.

(2)

£250 - 350

€300 - 420

182\*

**A 'FREEZING FAIRY' MASCOT BY F BAZIN, FRENCH, CIRCA 1920,**

signed, nickel plated bronze, 14.5cm high, on turned wooden base.

£250 - 350

€300 - 420

183

**A HASSALL 'BOBBY' MASCOT, BRITISH, C.1910,**

nickel plate bronze body and hat, sprung ceramic head (repainted) 12cm high, mounted on a wooden base.

£250 - 350

€300 - 420

184

**SIX FEMALE NUDE MASCOTS,**

including an 'Eve' example, a large running nude, an Icarus wheel rider, two tall figures stretching and a two dimensional figure on a ball.

(6)

£250 - 350

€300 - 420

185\*

**A 'PATHFINDER BEAR' ILLUMINATED MASCOT BY HENRI PAYEN, FRENCH, 1910S,**

signed, nickel plated bronze, 14cm high, with remains of old wiring and bone insulator, on chrome radiator cap.

£280 - 350

€340 - 420

186\*

**FIVE DOG MASCOTS,**

comprising a seated Alsatian, bronze, 9.5cm high, on display base, a Brockway huskey, two Mack truck bulldog mascots and another mounted as an ashtray.

(5)

£300 - 400

€360 - 480

187\*

**FOUR ROLLS-ROYCE MASCOTS,**

comprising solid nickel Phantom II, signed Charles Sykes, dated 'R-R Ltd 6-2-11', 13cm high, on nickelled cap, two 1970s stainless steel types, and a post-War kneeling Spirit of Ecstasy, nickelled, on radiator cap.

(4)

£300 - 400

€360 - 480

188

**A RILEY 'SKI LADY' MASCOT,**

chrome-plated, stamped with Registered Design mark 759377 to rear of base, 13cm high, mounted on radiator cap and with wooden base.

(2)

£300 - 400

€360 - 480

189

**FOUR MOTORING MASCOTS,**

comprising a 1930s Leaping Jaguar mascot by Desmo, marked 'Desmo' to front and 'Copyright' to rear of base, 20cm long, a brass replica AA Patrolman mascot, 13cm high, a brass replica Policeman mascot (lacking signal), 14cm high, and a small chromed Owl mascot with amber cut-glass eyes, 8cm high, each mounted on display bases.

(4)

£300 - 400

€360 - 480

190\*

**TWO MINERVA MASCOTS BY PIERRE DE SOETE,**

comprising small nickel-plated bronze, signed, 7.5cm high, and 1930s chrome plated, 14cm high, on a wooden base, together with a plastic replica of the larger mascot.

(3)

£300 - 400

€360 - 480

191\*

**TWO EGYPTIAN MASCOTS,**

comprising Winged Goddess, chrome-plated, with Scarab Beetle detail, 15cm wingspan, on wooden base, and a nickel-plated prone Egyptian, on decorative base (old repairs).

(2)

£300 - 400

€360 - 480

192\*

**A 'FEMINA' MASCOT,**

nickel-plated pot metal, 16cm high, on chromed cap, together with a bronze Winged 'J' and a polished brass Winged Ball on a chromed cap.

(3)

£300 - 400

€360 - 480

193\*

**SEVEN ANIMAL MASCOTS,**

comprising Peugeot Lion by M Marx, nickel-plated bronze, 12cm long, a Franklin Lion, with integral cap, a Kangaroo, a Perspex-glazed Panther, a replica Alvis Hare, a replica Vauxhall Wyvern, and an American Greyhound mascot.

(7)

£300 - 400

€360 - 480

194

**A RARE STYLISED 'BIGHORN SHEEP' MASCOT AFTER PRUDY, FRENCH, CIRCA 1920,**

signed, bronze, 13cm high, on dark marble base.

£300 - 400

€360 - 480

195\*

**TWO BENTLEY WINGED 'B' MASCOTS,**

comprising forward and backward sloping types, each chrome plated with chromed radiator cap.

(2)

£300 - 400

€360 - 480

196\*

**AN 'EAGLE ON THE GLOBE' MASCOT BY CASIMIR BRAU, FRENCH, 1920S,**

signed, nickel plated bronze, 20c, high, on two tiered display base.

£300 - 400

€360 - 480

204



197\*

**FOUR SPEED NYMPH MASCOTS,**

after a design by L V Aronson, comprising chrome plated draped nude with spinning drapes on locking radiator cap, a nude by A E L, a small nude by AEL for Albert cars and a partially draped nude, silver plated, stamped RIG, the largest 21cm high overall.

(4)

£350 - 450

€420 - 540

198

**A CAT IN THE MOON MASCOT, FRENCH,**

nickel plated bronze, marked, Et Mercier Paris 25 4 20 to the base, 11 cm high on a marble display base.

£350 - 450

€420 - 540

199\*

**A RARE WINGED SPHINX MASCOT BY CH. R. PAYEE, FRENCH, LATE 1920S,**

signed nickel plated bronze, 16cm high.

£400 - 500

€480 - 600

200\*

**B. BIEGAS (1877-1954), A RARE 'FEMME VOILÉE' MASCOT FOR SECQUEVILLE-HOYAU CARS, CIRCA 1919,**

signed nickel plated bronze, 9.5cm high, mounted on a period radiator cap.

£400 - 500

€480 - 600

201\*

**FIVE HORSE MASCOTS,**

comprising Pegasus by Darel, signed bronze, rearing Horse by Darel (lacking tail), signed bronze, a chromed Horse and Jockey mascot, a replica 'La Licorne' after F. Bazin, and a chromed Pegasus hood ornament.

(5)

£400 - 500

€480 - 600

202\*

**SIX VARIOUS MASCOTS,**

comprising 'Phineas MacInno Snuff-Taker', a chromed St Christopher, two Vulcan blacksmiths, solid nickel, different sizes, with integral caps, a winged cap, and a bronze Centurion bust.

(6)

£400 - 600

€480 - 720

203\*

**A SMALL 'SPIRIT OF TRIUMPH' MASCOT, BY F BAZIN,**

13cm high, on wooden base, together with five Calormeters including Daimler, Oakland and Dort examples, four Mercedes mascots, including two with caps, and a chromed Billiken.

(11)

£400 - 600

€480 - 720

204\*

**FIVE MASCOTS DEPICTING NATIVE AMERICANS,**

comprising 'Brave' by Darel, French, 1920s, signed bronze, 12cm high on wooden block base; 'Chieftain' by Fady, French, 1920s, with H Briand sculptor's marks, pot metal, (one feather tip missing), on wooden base: a cast alloy Guy Motors with integral radiator cap and two die-cast American mascots including 1928 Pontiac.

(5)

£500 - 700

€600 - 840



209



195



195



200



199



174



211



211



212

205\*  
**SEVEN ALLEGORICAL AND MYTHICAL FIGURAL MASCOTS,**  
 comprising a winged wheel rider by A E Lejeune, French, 1920s, bronze also signed EMT, 17cm wingspan, on period radiator cap; three chromed Icarus or Icara mascots; a 1931 Buick Goddess mascot, a 1936-38 Packard 8 mascot and a small bronze wheel rider, 12cm high on a chromed cap.  
 (7)  
 £500 - 700  
 €600 - 840

206\*  
**ASSORTED MASCOTS AND TOOLS,**  
 including Corning Daughter glass mascot, and a metal copy of a Corning Daughter, an art glass replica of a 'Victoire' after Lalique and a metal copy of the same, a Viking's Head and a Ram's Head, together with a Rolls-Royce ashtray, an RREC 2006 trophy, a tool roll with modern tools, and various copies of Rolls-Royce spanners.  
 (Qty)  
 £500 - 700  
 €600 - 840

207  
**A RARE 'THE MOTOR OWNER' MASCOT, BRITISH, REGISTERED DESIGN 1921,**  
 bronze, marked to front of base, 19cm high, on wooden base.  
 £500 - 600  
 €600 - 720

208\*  
**A LARGE GREYHOUND MASCOT FOR DELAGE CARS BY CASIMIR BRAU, FRENCH, 1930S,**  
 signed, chrome plated bronze, 22.5cm long, on marble display base.  
 £500 - 700  
 €600 - 840

209\*  
**A FINE AND RARE 'LE CHAR FT 17 RENAULT TANK' MASCOT BY PIERRE FELIX MASSEAU (1869-1937), FRENCH, 1921,**  
 signed bronze, cast with integral radiator cap, 7.8cm high.  
 £600 - 800  
 €720 - 960

This mascot design was awarded a special prize at the Concours of the L'Auto in 1921. An example of this mascot can be seen in William C. Williams book *Motoring Mascots Of The World* (see page 110).

210\*  
**A FINE AND RARE 'ICARA' MASCOT BY A E LEJEUNE AFTER VIROT, 1930S,**  
 signed, chrome plated bronze, 16cm long, on a display base.  
 £600 - 800  
 €720 - 960

211  
**TWO MARQUE MASCOTS BY FRANCOIS BAZIN, FRENCH 1920S-30S,**  
 comprising a Latil Elephant Head, marked, nickel plated alloy above chromed radiator cap and a Hispano-Suiza Stork, nickel plated with signed based, stamped 3202 underneath, head and neck bent downwards, on display base.  
 (2)  
 £800 - 1,000  
 €960 - 1,200



213 (part)



214



214



215

212\*

**NINE BIRD MASCOTS,**

comprising an aluminium eagle for Voisin cars, French 1920s, a large Stork by H Payen, French, 1920s, signed nickel plated bronze, on marble base, 22cm high overall, a large stork in flight, initialled DB, (hole drilled in back to take flag standard), an American La France fire engine Eagle mascot, a National Highways Association eagle on chrome radiator cap, a Singer Bantam, a bug-deflector, a large chrome plated 'Spreadeagle' mascot, 26cm wingspan and a polished brass cockerel.

(9)

£800 - 1,200

€960 - 1,400

213<sup>o</sup>

**TWENTY-EIGHT MAINLY RAC AND AA BADGES,**

various pre and post-War types, some with enamel centres including Royal Scottish Automobile Club Associate badge, RAC Naval Motor Club and Middlesex County Automobile Club, an Auto Cycle Union RAC Associate badge, majority fixed to a wooden back board, offered together with a wooden model of a 1920s RAC 'Hudlass' Telephone box, painted blue, with stable doors opening to interior with miniature telephone, 49cm high, and Joan Williamson: Badges of the Royal Automobile Club, signed by the author, dated 24.2.2000. (Qty)

£1,000 - 1,500

€1,200 - 1,800



216

216

214

**TWO CAR MASCOTS COMMEMORATING PIONEER AVIATORS,**

comprising Farman Icarus by Georges Colin, French, 1920s, signed nickel plated bronze, wingspan 18.5cm, on bronze radiator cap and an illuminated Ryan Monoplane 'Spirit of St.Louis', American, circa 1930, chrome plated 19.5cm wingspan with turning propeller, on display base.

(2)

£1,100 - 1,400

€1,300 - 1,700

The original Icarus was commissioned by The Farman family to honour the great Brazilian aviator Alberto Santos-Dumont and his pioneering flying exploits. The Ryan monoplane was flown by Charles Lindbergh, on 20-21 May 1927 from Long Island to Paris, completing the first solo crossing of the North Atlantic by aircraft.

215

**A 'CHRYSIS' GLASS MASCOT BY LALIQUE, FRENCH, POST-WAR,**

etched Lalique France under the base, in frosted glass, 13.5cm high.

£800 - 1,000

€960 - 1,200

216

**TWO GLASS CAR MASCOTS BY RENE LALIQUE, FRENCH, 1920S-30S,**

comprising 'Tete de Coq', model number 1137, introduced 3 February 1928, 17.5cm high and 'Faucon', model number 1124, 5 August 1925, mounted in illuminating base on a wooden display stand, 21.5cm high overall.

(2)

£1,200 - 1,500

€1,400 - 1,800

217

**A 'VICTOIRE' GLASS CAR MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 18 APRIL 1928,**

model number 1147, with slight amethyst tint, 25.5cm long, fixed in illuminating base, with traces of resin adhesive around neck of mascot.

£3,000 - 4,000

€3,600 - 4,800

218

**A BENTLEY RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,**

chromed, with wire-mesh grille, enamelled badge, and radiator cap stopper, 20cm high.

£300 - 400

€360 - 480



217



223



225



227



229

219  
**A FORMULA 1 'COFFEE TABLE',**  
 comprising an O.Z. rear wheel fitted with Goodyear Eagle wet weather tyre, with 66cm diameter glass disc table top.  
**£250 - 350**  
**€300 - 420**

220  
**AN AUTOJUMBLER'S LOT OF ASSORTED AUTOMOBILIA,**  
 including two Rolls-Royce mascots, a Lucas spare bulb holder, a glass paperweight, A BLIC Magneto desk piece, an Exide Batteries card holder in the form of a battery, a Bibendum ashtray and a selection of silk and felt motoring pennants including an embroidered green silk '1932 Granville Concours d'Elegance Grand Prix d'Honneur' example.  
 (Qty)  
**£250 - 350**  
**€300 - 420**

221  
**ASSORTED AUTOMOBILIA FORMERLY THE PROPERTY OF RACING DRIVER ERIC THOMPSON,**  
 comprising Club International des Anciens Pilotes de Grand Prix enamel lapel badge, two plaques and two caps, a Grand Prix Drivers Club 2014 annual, a 60th Anniversary Mille Miglia Ferrari plaque and a model by Zanolli, 1939 MCC Simm's Hill Trophy Exeter Trial plaque in presentation case, presented to Eric Thompson for his drive in a Ford V8, assorted BRDC car passes, membership cards and lanyards, Goodwood badges and other items.  
 (Qty)  
**£250 - 350**  
**€300 - 420**

222  
**ASSORTED AWARDS AND MODELS, FORMERLY THE PROPERTY OF RACING DRIVER ERIC THOMPSON,**  
 comprising engraved silver plated 1949 Le Mans plaque, Bedwell Hey Speed Trail 1950 'fastest' driver award, a 1948 JCC Eastbourne Rally pewter tankard, BARC Goodwood 1949 pewter Tankard 1st Prize, a St Moritz Tobogganing 'Cresta Run' lapel badge with year bar for 1956-57, together with a Cresta Run Annual Report for the same years, together with six 1:43 scale (or similar) model cars, some playworn with repairs  
 (Qty)  
**£260 - 320**  
**€310 - 380**



223

**A BENTLEY RADIATOR DECANter BY RUDDSPED, BRITISH, 1960S,**

chromed with green painted mesh grille, red enamel badge and radiator cap stopper.

£300 - 400

€360 - 480

224

**A 1950 SILVERSTONE PLAQUE AND A SIGNED SILVERSTONE 1948-1998 PROGRAMME,**

the plaque embossed metal with green enamel profile of racing car for the BRDC International Daily Express Trophy Meeting August 26 1950, mounted on a display stand, the programme a reprint of the 1948 original, signatures collected by Eric Thompson, including Baron de Graffenreid, Stirling Moss, John Cooper, Lord Strathcaron, Roy Salvadori and others, 24 numbered pages, 8vo

(2)

£340 - 440

€410 - 530

225<sup>oo</sup>

**A DELAGE RADIATOR SIDE-TABLE,**

comprising nickel plated radiator, with enamel badge and plated radiator cap, circa 1924, mounted in a modern custom-built plated metal frame with glass top panel, 82 x 56 x 30cm.

£500 - 700

€600 - 840

226<sup>oo</sup>

**A 'GRAND PRIX' PINBALL MACHINE BY WILLIAMS ELECTRONICS INC. OF CHICAGO, 1970S,**

model 468, electro-mechanical operation, 1-4 players, wooden base cabinet with race car side-art, raised on steel legs, and vertical backbox with illuminating backglass panel decorated with Monaco Grand Prix race scene with four score windows, the table with Grand Prix themed wooden based playfield featuring one pair of flippers, two pop bumpers (one cap damaged), slingshots, drop targets, kick-out holes, spinning targets, and other play features, (two Perspex panels damaged), with two pinballs, coin slot labelled for ½ Franc coins, in partially functioning order but will require some re-commissioning to play having been in long term storage, overall dimensions 138cm long, 77cm wide, 183cm high, offered together with keys, instruction manual and parts supplement, both dated December 1976, electrical diagram, power transformer sheet, and related ephemera in original Williams envelope.

(Qty)

£500 - 800

€600 - 960

227\*

**A RARE BRONZE VERBANIA FERRARI RALLY PLAQUE, 1966,**

marked S. JOHNSON on lower left corner and E. MONTI in lower right corner, with enamelled Verbanian crest, and central enamelled Ferrari badge, presented by Crepaldi Ferrari of Milan, the main sponsors of the 1966 Verbania rally, presented to each of the entrants, in maroon Rexine frame/stand, 19.5 x 26.5cm overall.

£600 - 700

€720 - 840

228<sup>o</sup>

**A REPLICA ROLLS-ROYCE 'SPIRIT OF ECSTASY' SHOWROOM BRONZE, AFTER CHARLES SYKES, POST-WAR**

patinated cast bronze, unnumbered, marked with facsimile signature of artist, 50cm high, mounted on black marble base.

£400 - 600

€480 - 720

229

**A HISPANO-SUIZA 'STORK' DESK-PIECE BY FRANCOIS BAZIN, FRENCH, 1920S,**

signed, nickel plated bronze, 16.5cm high on a marble display base.

£800 - 1,200

€960 - 1,400

230\*

**AN OSCAR ESSO MOTORING TROPHY, 1950S,**

nickel plated bronze, 17.5cm high, on black base applied with plaque, un-issued.

£250 - 350

€300 - 420

231

**A 1929 RALLYE AUTOMOVIL EXPOSITION DE BARCELONA GOLD MEDAL PRESENTED TO DONALD M HEALEY,**

diamond-shaped pendant with map decorated front inset with cut stones showing the start and finish points, Royal Automobile Club of Catalunya and dated 18.10.1929, the reverse engraved with '11 Premio Donald M Healey Triumph' and with Spanish 'pineapple' mark, 34 grams, 6cm high.

£800 - 1,200

€960 - 1,400

In January 1929 Donald Healey competed in the Rally of Monte Carlo using a first series Triumph Super Seven, a coach-built car with a rounded radiator. The Triumph Super Seven Donald Healey used at the rally to Barcelona was a new model of the car with a flat sharp edged radiator and a different coachwork, a saloon that looked more a coupe with a round shaped end to the roof-line, although technically both cars were the same. Driving from Riga to Barcelona, at an average speed of 25 mph throughout the 3,000 miles, running at 35 mpg, it was the smallest car to complete the course, and Healey won his class, the Triumph Super Seven was also the best British car.



231

Donald Healey usually never kept the cars after a rally, preferring to sell them on soon after the event through his Triumph dealership, but this one had run so well he did keep it long enough to do The Rally of Monte Carlo in January 1930, starting from Tallin, Estonia, the Triumph Super Seven was yet again the first-placed British car and this time seventh overall.

For more information see Donald Healey: My World of Cars (ISBN 1-85260-212-0).

232<sup>o</sup>

**A LOUIS VUITTON MOTORING TRUNK, CIRCA 1919,**

black leather-cloth case with riveted reinforced edge to lid, LV branded lock and catches, steel loops to each end, wooden frame base, opening to beige cloth-lined interior lacking interior tray, with label to inside edge of lid and ink-stamped number 729682, some wear to case and interior stained, 83 x 42 x 21cm, together with two keys.

(3)

£250 - 350

€300 - 420



238



239



240



236



237

233<sup>00</sup>

**A LARGE BROOKS CAR TRUNK, CIRCA 1920,**

black leather-cloth trunk with sloped back, with handles to each end, nickelled lock and catches, with fall-front opening to interior fitted with three graduated cases with beige cloth lining, measuring 97 x 49 x 56cm overall, offered together with set of four original Brooks mounting brackets.

(5)  
**£250 - 350**  
**€300 - 420**

234

**A TWO PERSON TEA-SET BY THE ALEXANDER CLARK MANUFACTURING CO, LONDON, CIRCA 1920,**

leather case, opening to fitted interior housing kettle and burner, food boxes, bottles, ceramic cups, the fall-front fitted with saucers, spoons and Vesta case, (lid with taped repair to hinge, carrying strap missing), 28cm wide.

**£300 - 500**  
**€360 - 600**

235<sup>0</sup>

**A LARGE HERMES SUITCASE, FRENCH,**

brown leather, stamped Hermes, canvas lined with internal luggage straps, document pocket to inside of lid, some travel wear and loss to corners, twin locks stamped Hermes-Paris, with key, 80cm wide.

**£500 - 700**  
**€600 - 840**

236<sup>0</sup>

**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, finely detailed model with opening doors, bonnet and boot, loaded with James Bond 007 'Special Equipment' features including machine guns, bullet shield, removable roof section, cutting spinners, and finely modelled interior, approximately 60cm long, offered together with black vinyl car cover, and a near complete run of issues 1-86 of the accompanying Eon Productions weekly publication.

(Qty)  
**£1,000 - 1,500**  
**€1,200 - 1,800**

237<sup>0</sup>

**A 1:8 SCALE MODEL OF THE 1953 LE MANS WINNING JAGUAR C-TYPE,**

by Startline models, resin body, finished in British Racing Green livery, of the car as driven to victory by Hamilton and Rolt, 49cm long, mounted on a display base.

**£500 - 700**  
**€600 - 840**

238<sup>0</sup>

**A 1:12 SCALE MODEL OF UMBERTO MAGLIOLI'S 1954 CARRERA PANAMERICANA WINNING FERRARI 375 PLUS,**

by Midland Racing Models, resin body, finished in Rosso Corsa race livery, 33cm long, (some lifting to rear number plate decal) on display base applied with engraved title plaque and with Perspex display case.

**£500 - 600**  
**€600 - 720**

239<sup>0</sup>

**A 1:12 SCALE MODEL OF GONZALEZ/TRINTIGNANT'S 1954 LE MANS WINNING FERRARI 375 PLUS,**

by Model Plus, limited edition (153/500), customised by Midland Racing Models, resin body finished in Rosso Corsa race livery, (slight lifting to number plate decal, front grille detached), 35cm long, fixed to display base with engraved plaque, under glazed display case.

**£400 - 500**  
**€480 - 600**

240<sup>0</sup>

**A 1:12 SCALE MODEL OF A GRAND PRIX FERRARI 156 'SHARKNOSE',**

fully detailed resin body finished in Rosso Corsa race livery, with removable body panels revealing engine and chassis details, 33cm long, (wheels splayed), on black display base with title board in glazed Perspex case.

**£400 - 500**  
**€480 - 600**



244

241<sup>o</sup>  
**NINETEEN 1:24 SCALE DIE-CAST MODEL CARS BY FRANKLIN MINT,**

of pre and post-War cars, comprising 1904 Mercedes Simplex, 1907 Rolls-Royce Silver Ghost, 1925 Rolls-Royce Silver Ghost, 1929 Rolls-Royce Phantom I, 1930 Duesenberg Derham Tourster, 1935 Mercedes-Benz 500K Special Roadster, 1935 Mercedes-Benz 770K Grosser, 1935 Auburn Boat-tail Speedster, 1938 Jaguar SS-100, 1939 Maybach Zeppelin, 1948 MGTC Roadster, 1953 Corvette, 1954 Mercedes-Benz W196R, 1955 Rolls-Royce Silver Cloud, 1961 Jaguar E-Type, 1965 Corvette Mako Shark, 1967 Morris Mini Cooper, 1985 Lamborghini Countach 5000 S, and 1988 Porsche 911, majority boxed and with packaging.

(19)  
**£300 - 400**  
**€360 - 480**

242  
**FOUR BLUEBIRD AND FIVE OTHER MODELS,**

comprising CN7 Proteus and K7, both 33cm long (with some wear) on black bases, a clockwork 1933 Bluebird by Schilling, with box, an unusual 'Sir Ian's Bluebird Land Speed Record Car' by Schilling, with box, a 1:12 scale Ford GT 40 by Motor Max, three 1:18 scale models comprising Porsche 917K, Ford MKVI and Jaguar XJR-9 and a Mattel Michael Schumacher Collection Ferrari F2004.

**£300 - 500**  
**€360 - 600**

243<sup>o</sup>  
**A 1:10 SCALE HAND BUILT MODEL OF A CHRIS CRAFT TRIPLE COCKPIT GENTLEMAN'S RUNABOUT,**

constructed with mahogany laid deck, chromium plated brass fittings and leather interior, (one side screen missing), a faithful and well detailed recreation of the 1934 27ft 250hp 8-cylinder Chris Craft model.

**£250 - 350**  
**€300 - 420**



249

244  
**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, mascot (broken), 37cm long.

**£250 - 300**  
**€300 - 360**

245  
**A TINPLATE CLOCKWORK FIRE ENGINE,**

with four seated firemen and steam pump to rear, lacking bell but otherwise good.

**£250 - 350**  
**€300 - 420**

246  
**THREE TINPLATE CLOCKWORK CARS,**

comprising a four seat open tourer by Burnett Ltd, a two door coupe by the same and a four door Citroen saloon, together with a tinplate caravan.

(4)  
**£250 - 350**  
**€300 - 420**

247  
**TWO TINPLATE SINGLE SEAT RACING CARS,**

each clockwork, one by Chad Valley, the largest measuring 30cm in length.

(2)  
**£250 - 350**  
**€300 - 420**

248  
**A LEHMANN MODEL 772 TINPLATE GARAGE,**

complete with clockwork tinplate sedan No. 765 and 'Galop' clockwork racing car No. 760, patented 1913 and 1927, together with two Hornby tinplate railway stations.

(5)  
**£250 - 350**  
**€300 - 420**

249<sup>ooo</sup>  
**AN "AUSTIN SEVEN ULSTER" ELECTRICALLY OPERATED CHILDS' CAR,**

modern, scratch built, with two seat open coachwork, finished in red and silver, interior in cream, Perspex windscreen, powered by two 12 Volt batteries with working lights, spoked wheels, black rims with pneumatic tyres, 210 x 104 x 86cm.

**£1,000 - 1,200**  
**€1,200 - 1,400**



252

250<sup>00</sup>  
**A METAL FRAMED VELOCIPEDE, THE FRAME BELIEVED CIRCA 1870,**  
 over-painted maroon, with restored wooden spoked radially opposed wheels and metal rims, front 98cm rear 67cm diameter, replaced turned wooden handles and peg pedals, with later saddle pan and leather cover. (AF)  
**£400 - 600**  
**€480 - 720**

251<sup>00</sup>  
**A BSA WINGED WHEEL IN PHILLIPS BICYCLE FRAME, 1950S,**  
 originally registered WOD61 (although no documents accompany the machine) in original and unrestored condition, last used on the road in 1960 as indicated by the tax disc still retained in its holder.  
**£600 - 800**  
**€720 - 960**



253

252<sup>000</sup>  
**A COVENTRY ROTARY TRICYCLE BY THE TANGENT & COVENTRY TRICYCLE COMPANY LIMITED, CIRCA 1879,**  
 black painted steel tubular braced frame, 46 inch main wheel with crescent rim with solid rubber tyre, with chain drive powered by pedal crank fitted with rubber block pedals, sprung lever band brake to main hub, steered via a pair of 21 inch wheels operated by stirrup handle with wooden grip, fitted with ACH brown leather saddle above stem and leather 'Challenge' tool pouch, some main frame sections later replacements and wheels modern replacement rims, hubs and spokes, offered together with original main wheel rim and hub, several bolts, and some related cycling literature.  
 (Qty)  
**£6,000 - 8,000**  
**€7,200 - 9,600**

253<sup>00</sup>  
**A 1959 TRIUMPH 3TA FRAME**  
 numbered H11341, for restoration, together with fuel tank, offered with old style V5 and continuation logbook. Close inspection advised.  
**£250 - 400**  
**€300 - 480**

An exciting project for the dedicated BMW enthusiast, this dismantled, engine-less R68 is offered for restoration and sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness, or otherwise, prior to bidding. There are no documents with this Lot.  
**£2,500 - 3,500**  
**€3,000 - 4,200**

**254 - 300 No Lots**  
**END OF AUTOMOBILIA SECTION**

# MOTORCYCLES

14.00

Lots 301 - 343

Further images of each lot can be found at:  
[www.bonhams.com/23594](http://www.bonhams.com/23594)



301

**1938 MATCHLESS 982CC MODEL X PROJECT**

Registration no. EKP 892

Frame no. 743

Engine no. 37/X 5074



Founded by the Collier family in Plumstead, South London, Matchless built its first motorcycle in 1902. Matchless offered v-twin sidecar tugs from its earliest days and from 1914 concentrating exclusively on this type of machine. Production of these MAG-engined models resumed after WWI and continued into the 1920s despite the presence of a more modern Matchless-engined rival in the range. Designated 'X/2' on its launch in 1925, this 982cc sidevalve v-twin would remain in production until the outbreak of WW2, its engine being supplied to Brough Superior for use in the SS80 from 1935 onwards. While lesser models came and went, the stately Model X remained a fixture of the range, progressively updated, until 1940. The most significant upgrades along the way were introduced for 1937 when the Model X adopted a shorter frame, restyled fuel tank, and front-mounted magneto. This Model X was in a dismantled state when purchased from Brian Verrall by the current owner and his late brother in October 1979. The crankshaft was reconditioned, but then the vendor's brother passed away and the project has lain dismantled for the last 30-plus years. Accompanying documentation consists of an old-style continuation logbook, old V5, and (copy) 1979 sales invoice. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding.

**£3,000 - 3,500**

**£3,600 - 4,200**

**No Reserve**

302 N

**1953 BMW 594CC R68 PROJECT**

Frame no. 651245



Although it was predominant in the 500cc category at home, what BMW lacked in the early 1950s was a big-bore sports model able to compete with the 650cc twins offered by British rivals in its chief export market, the USA. Styled like the factory's ISDT machines, the long awaited new sportster debuted at the Frankfurt Motor Cycle Show in October 1951. This was the 594cc R68, readily distinguishable by its restyled valve covers that hinted at the engine's enhanced specification. The latter included bigger valves, needle-roller rocker bearings, high-performance camshaft and larger carburetors, all of which contributed to a maximum power output of 35bhp, good enough for a top speed in excess of 100mph. The show models' high-level exhausts were not carried over to the production R68, which featured low-level pipes equipped with 'fishtails', while for 1953 there were numerous revisions including full-width hubs, alloy wheel rims and cigar-shaped silencers. Replaced by the Earles-fork, swinging-arm suspended R50/R69 in January 1955, these final telescopic-fork, plunger-framed models represent the end of an era for BMW motorcycles, of which the high-performance R68 is the ultimate expression. An exciting project for the dedicated BMW enthusiast, this dismantled, engine-less R68 is offered for restoration and sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to this motorcycle's completeness, or otherwise, prior to bidding. There are no documents with this Lot.

**£2,500 - 3,500**

**£3,000 - 4,200**

303

**C.1914 DOUGLAS 2¾HP PROJECT**

Frame no. 15081

Engine no. 15311

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed twin, and the company would keep faith with this engine layout until it ceased motorcycle production in 1957. Fore-and-aft installation made for a slim machine with a low centre of gravity, and the design's virtues were soon demonstrated in competition, Douglas machines taking first, second, and fourth places in the 1912 Junior TT in the Isle of Man. Douglas were quick to realise the advantages of the countershaft gearbox, its three-speed entries gaining the Team Prize in the 1914 Six Days Trial, a conspicuous success which resulted in the firm obtaining a wartime contract for the supply of military machines. This distressed and incomplete Douglas was formerly owned by a WW2 veteran of the Burma Campaign, who served as a dispatch rider and, later, as an Army Commando. Photographs exist of the late owner racing at the Gatwick Speed Trials in the 1930s. Sold by his family, the Douglas was discovered, dismantled, in the loft of his house after his death in 1989. Offered with a spare engine, numbered YE7017 and gearbox. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£1,200 - 1,800**

**€1,400 - 2,200**

**No Reserve**



304

**C.1914 DAYTON 162CC LIGHTWEIGHT**

Frame no. 652

Engine no. 459/3

Manufactured well away from the British motorcycle industry's Midlands home, the Dayton was the product of cycle makers Charles Day & Co of Shoreditch, London. Day's motorcycle first appeared in 1913 and was powered by a 162cc two-stroke engine; single-speed and two-speed versions were offered. A ladies' model was added before manufacture ceased in 1915. Production resumed in 1920 but on this occasion the firm used a proprietary Villiers engine rather than its own. A motorised three-wheeled bath chair was added to the range before Day withdrew from the motorcycle market in 1922. In 1939 the marque reappeared briefly on the motorcycling stage with a Villiers-powered auticycle, before making a more serious attempt with the Albatross scooter in 1955. Dayton's scooter range expanded but like most British manufacturers their products were outclassed by the Italian Vespa and Lambretta. Production finally ceased in 1960. This distressed and incomplete Dayton was formerly owned by a WW2 veteran of the Burma Campaign, who served as a dispatch rider and, later, as an Army Commando. Photographs exist of the late owner racing at the Gatwick Speed Trials in the 1930s. Sold by his family, the Dayton was discovered, dismantled, in a shed at his house after his death in 1989. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£1,200 - 1,800**

**€1,400 - 2,200**

**No Reserve**



305

**C.1938 ARIEL 500CC 'RED HUNTER' PROJECT**

Frame no. XG6469

Engine no. AMB1418

By 1930 the Val Page-designed Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and this basic design - though frequently revised - would last well into the post-war era. In 1932 the sports versions were christened 'Red Hunter', and under Page's successor Edward Turner developed into fast and stylish machines. This dismantled and incomplete Ariel consists of a frame with number prefixed 'XG', a mark used from 1938 to the end of 1945, while the engine bottom-end is that of a VH (500cc) Red Hunter built in 1957. The two bronze cylinder heads illustrated are of pre-war manufacture. Prospective purchasers should satisfy themselves with regards to the origins and correctness of this collection of components prior to bidding. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**



306

**C.1922 LEVIS LIGHTWEIGHT PROJECT**

Registration no. RK 8569

Frame no. 16650

Engine no. 17599

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. This dismantled and incomplete Levis lightweight is offered for restoration and sold strictly as viewed. Offered with old style V5.

**£300 - 400**

**€360 - 480**

**No Reserve**



307

**1957 VELOCETTE 349CC 'VIPER' PROJECT (SEE TEXT)**

Registration no. WAT 818

Frame no. RS9407

Engine no. VR1611

Introduced in 1956, the Venom and Viper sports roadsters were derived from the touring MSS which, since its re-appearance in 1954, had sported a swinging-arm frame and Hall Green's own telescopic front fork. Development pursued as part of the scrambles programme resulted in increased engine power, the new 350cc Viper being marginally more powerful than the old 500. With a top speed of 90mph it was quicker too. This Velocette was originally registered as a '500' (Venom) but is currently fitted with a '350' Viper (VR) engine. Modified, incomplete, and offered for restoration, it features a John Tickle TLS front brake, glassfibre fuel tank, and a Smiths '150mph' speedometer. Offered with old style V5, the machine is sold strictly as viewed.

**£3,000 - 5,000**

**€3,600 - 6,000**





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.



308



310



309

308

**1968 TRIUMPH 349CC TIGER 90**

Registration no. JTK 419G

Frame no. T90 H65351 Engine no. T90 H65351

Triumph re-entered the 350cc class in 1957 with the introduction of the 'Twenty One', its first unitary construction model, and quickly followed up with a 500cc version. The latter was first to undergo the 'sports' treatment - in the form of the Tiger 100SS - the equivalent 350 not appearing for another five years. Launched in October 1962, the Tiger 90 featured a tuned engine equipped with a revised ignition system that used points instead of the previous distributor. The 'baby' Tiger looked smart and went well too, top speed under favourable conditions being a genuine 90mph. There are no documents with this example, which is offered for re-commissioning and sold strictly as viewed. A spare exhaust system and a tank-top luggage grid are included in the sale.

**£2,000 - 3,000**

**€2,400 - 3,600**

**No Reserve**

309

**C.1959 MOTO MORINI 125CC CORSARO PROJECT**

Frame no. E\*18782

Before the arrival of its family of 72-degree v-twin roadsters in 1973, Morini's reputation had rested mainly on its highly successful double-overhead-cam single-cylinder racers that came within a whisker of snatching the 1963 250cc World Championship from Honda. Founded in 1937, Alphonso Morini's company built two-stroke lightweights at first before developing a range of fast, overhead-camshaft roadsters during the 1950s. By the decade's end they had been replaced by a range of overhead-valve models and a 48cc two-stroke, which kept the firm afloat until the arrival of the v-twins. Built in various versions, Morini's offering in the 125cc class was the Corsaro (Pirate), which was first introduced towards the end of 1958. This un-restored Corsaro is offered for restoration. There are no documents with this Lot, which is sold strictly as viewed.

**£600 - 1,000**

**€720 - 1,200**

**No Reserve**



311

310

*Property of a deceased's estate*

**1981 MOTO GUZZI 490CC V50 II**

Registration no. NRC 60W

Frame no. PB18144 Engine no. 18779

Moto Guzzi's long-running, 90-degree, v-twin engine layout was retained for a new range of Lino Tonti-designed middleweights planned during the 1970s. The scaled-down Guzzi debuted as the V35/V50 in 1976, though deliveries were limited until the Innocenti car factory - like Guzzi, owned by Alesandro De Tomaso - had been re-equipped for motorcycle production. Lightweight and compact, characteristics that endeared it to smaller riders, Guzzi's little v-twins were economical, well engineered and handled superbly; top speeds were 90mph-plus (V35) and 100mph-plus (V50). 'For the first time it's possible to pick up some Italian middleweight class at mass production prices,' enthused Bike magazine. This original and un-restored Guzzi V50 was acquired by the late owner in October 2014. The machine is offered with a V5C document and five MoTs dating back to 2008, the most recent of which expired in March 2014.

**£700 - 1,000**

**€840 - 1,200**

**No Reserve**

311

*Property of a deceased's estate*

**1957 ZUNDAPP 246CC 201S (SEE TEXT)**

Registration no. 43 MHX

Frame no. 896901 Engine no. 940397

Zündapp's 200S debuted in 1955. The 197cc two-stroke single featured a distinctive radially-finned cylinder head and produced 12bhp, considerably more than the contemporary Villiers 8E, and the German machine was likewise streets ahead of the average British 'stroker' in terms of build quality. Naturally, this was reflected in the price, the new-for-1957 201S being listed at around £181 in the UK - £25 more than a James Captain - but then it did feature the Earles-type, leading-link front fork also used by BMW. Top speed was in the region of 65mph and fuel consumption around 70mpg. We are advised that this un-restored Zündapp 201S has been fitted with the 246cc engine from a Zündapp Elastic. Acquired by its late owner in February 1997, the machine is offered with a V5C document and a quantity of expired MoTs.

**£700 - 1,000**

**€840 - 1,200**

**No Reserve**

312 N

## 1949 AJS 498CC MODEL 20 SPRINGTWIN

Registration no. KXD 227 (see text)

Frame no. 44059

Engine no. 49/20 2068

- *The first Model 20 delivered in the UK*
- *First owned by 'Motor Cycling' magazine (Temple Press)*
- *Good history file*



The last of the major British motorcycle manufacturers to offer a parallel twin, Associated Motor Cycles did not announce its own until the Earls Court Motorcycle Show of 1948, and even then production was for export only. Typed Model 20 (AJS) and G9 (Matchless), the two newcomers followed the established pattern of British parallel twins but were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the swinging-arm frame recently introduced on AMC's heavyweight singles and for once there was a fair amount of variation between the two marques, which featured their own individual tanks, seats and exhaust pipes in addition to the customary badge and colour scheme differences.

This AJS Model 20 was first registered to Associated Motor Cycles Ltd on 22nd July 1949, and a fortnight later was registered to Temple Press Ltd, publishers of 'Motor Cycling' magazine. Staff man Bernal Osborne was pictured in the magazine's edition of 4th August 1949 taking delivery of 'KXD 227' at the Plumstead factory. A letter on file (dated May 1979) from the late Bob Currie, at that time the editor of 'Motor Cycle', states that this Model 20 was the first of its type sold in the UK market, the preceding 67 having been exported.

A road test of 'KXD 227', written by Osborne and titled 'Pleasure Purposes', duly appeared in the magazine's edition of 27th October 1949. Bernal rode the AJS on a circular route around Western Europe, taking in Belgium, Germany, Switzerland, Italy and France, and 'KXD 227' was pictured with the Stelvio Pass in the background. The original old-style buff logbook (on file) shows that Temple Press kept the AJS until 1952; three further owners are listed up to 1976: one dealer and three private individuals. The current vendor acquired the machine in 2002, and the purchase receipt may be found in the fascinating history file, which also contains press cuttings, correspondence, expired MoTs, copy old V5, etc (inspection recommended).

'KXD 227' has acquired a few modifications over the years, most notably the post-1952 fuel tank with screwed-on badges; a later dual seat; 'Jampot' rear suspension; and a modern reproduction rear light. The current vendor being resident in France, the machine is deemed to have been permanently exported; the purchaser will have to apply to the DVLA for the reissue of the original registration.

**£2,200 - 2,600**

**€2,600 - 3,100**

313

## 2004 GRINNALL-BMW R1200 TRIKE

Registration no. T3 GME  
Frame no. WB10442A94ZJ17558  
Engine no. 39090087

- *Present ownership since 2008*
- *Circa 7,000 miles from new*
- *Can be ridden on a car licence*



This BMW R1200 has been converted to tricycle configuration by three-wheeler specialists Grinnall using one of their own purpose-built kits. Grinnall Specialist Cars first made its reputation by converting the Triumph TR7 sports car to TR8 specification and in more recent years has concentrated on manufacturing the radical Scorpion range as well as offering trike conversions. Based on the BMW R1200C/CL, the Trike I was designed by Volvo's Chief Designer Steve Harper, who also penned the Scorpion III and IV, and looks like it could have been built by BMW themselves.

The heart of the conversion is a rigid spaceframe chassis that replaces the standard motorcycle rear end - using the same mounting points - to which is attached a modern double wishbone suspension system. Grinnall can supply finished trikes constructed around new or good used motorcycles; alternatively customers can supply their own bikes for conversion or purchase kits and complete the job themselves.

Grinnall Trikes can be converted back into motorcycles as and when required. With its increased frontal area and more upright seating position, the Trike is somewhat slower than the donor bike, but a 100mph vehicle nonetheless. Plus, of course, it is more comfortable and can carry a great deal more luggage. Other advantages of trike ownership include the fact that they can be ridden on a car licence and without a crash helmet; attract low tax and insurance rates; are easily adapted for disabled riders; and can legally tow a trailer.

Purchased by the current owner in October 2008, 'T3 GME' has covered circa 7,000 miles from new and is presented in beautiful condition. Noteworthy features include a luggage rack and top box, passenger backrest, and a towing hitch. The vehicle is offered with a V5C registration document, miscellaneous paperwork, and a full set of keys.  
**£6,000 - 8,000**  
**€7,000 - 9,500**

*Property of a deceased's estate*

## **1939 BROUGH SUPERIOR 982CC SS100**

Registration no. WVS 276

Frame no. M1/2129

Engine no. BS/X2 1013

- Despatched new to South America
- Restored in the 1990s
- 10,196 miles since restoration



Legendary superbike of motorcycling's between-the-wars 'Golden Age,' Brough Superior - 'The Rolls-Royce of Motorcycles' - was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior.

W E Brough's machines had been innovative and well engineered, and his son's continued the family tradition but with an added ingredient - style. The very first Brough Superior Mk1 of 1919 featured a saddle tank - an innovation not adopted by the rest of the British industry until 1928 - and the latter's broad-nosed, wedge-profiled outline would be a hallmark of the Nottingham-built machines from then on. Always the perfectionist, Brough bought only the best available components for his bikes, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right.

Introduced in 1922, the JAP-powered SS80 achieved instant fame when a racing version ridden by George became the first sidevalve-engined machine to lap Brooklands at over 100mph. With the new SS80's performance threatening to put the overhead-valve Mk1 in the shade, it was decided to completely re-design the latter. The result was the legendary SS100. First shown to the public in 1924, the SS100 employed an entirely new 980cc JAP v-twin engine. A frame of duplex cradle type was devised for the newcomer, which soon after its launch became available with the distinctive, Harley-Davidson-influenced, Castle front fork patented by George Brough and Harold 'Oily' Karslake. And just in case prospective customers had any doubts about the SS100's performance, each machine came with a written guarantee that it had been timed at over 100mph for a quarter of a mile - a staggering achievement at a time when very few road vehicles of any sort were capable of reaching three-figure speeds.



Brough entered the 1930s with an entirely JAP-powered range and then, after a brief absence, the SS80 reappeared in 1935 as the SS80 Special, this time with an engine built by Associated Motor Cycles. The following year the SS100 adopted an overhead-valve version of the AMC power unit, and the two models continued to use the Plumstead-made engines until production ceased in 1939.

Brough Superior Club records show that this particular SS100, frame number 'M1/2129', was one of a batch of 26 supplied new to South America via forwarding agents Agar, Cross & Co, many of which were destined for use in Argentina by the Buenos Aires Police. In more recent times, the frame and engine ('BS/X2 1013', originally in frame 'M1/1725') formed part of a quantity of Brough components purchased in Argentina by a German businessman, from whom they were acquired in August 1990 by the late owner.

The latter was an accomplished engineer (having served his apprenticeship at De Havilland Aircraft) and set about making, buying, and swapping parts in order to complete the Brough's reconstruction. He had a replica show-model tank made, and installed twin brake drums at the front to improve stopping power. A Karlslake stand was fitted for ease of use. Completed in 1994, the Brough looked superb and performed well, winning many concours trophies including the 'Best SS100' award at the Brough Club annual gathering; it is a fitting testament to the late owner's engineering skills, and he was proud to ride and show the machine.

Accompanying documentation consists of Brough Club correspondence, a V5C registration document, and an almost complete run (one missing) of MoT certificates showing the mileage increasing from zero in 1994 to 10,054 in May 2012 when the last one was issued.

**£120,000 - 160,000**  
**€140,000 - 190,000**

315

### 1937 VINCENT-HRD 499CC SERIES-A COMET

Registration no. CRO 513  
Frame no. D1282  
Engine no. C429

- *Single family ownership since 1958*
- *Comprehensive History File*



Going back eighty years or so how many ohv British singles looked quite as 'exciting' as Vincent's 500cc 'A' model Comet, which was of course one of very few machines at that time featuring rear suspension? Neither was this 'excitement' factor based simply on its appearance or the rear springing, for it was already on record that one of the then weekly magazines had 'clocked' a Comet at 90 mph, an impressive speed for any half litre ohv single. As the UK market gradually got under way in the late 1940s, and following Phil Irving's contribution on the design side at the Vincent factory, both the new single and twin model 'B' Series machines were acknowledged as having discarded their Plumber's Nightmare reputations. And yet, paradoxically – aside from Black Lightnings, that is – it's the Series 'A' machines which are the most highly regarded today!

CRO has been in a single family ownership since it was purchased, in the Isle of Wight, in September 1958. Its late rider, a lifelong 2-wheel enthusiast, was apparently disappointed with the condition in which it was acquired, resulting in the machine being painstakingly disassembled; with the parts spread across several boxes, pending an eventual nut-and-bolt rebuild.

In the event this conscientious exercise consumed almost thirty years but, finally – in the 1990s – it was completed to the owner's satisfaction. Within a comprehensive file accompanying the machine is a full-page list of the new parts employed. Based upon the content of this lengthy list it can be seen that virtually every area received some attention, including the top and bottom half of the engine itself, the carburettor, the clutch and gearbox, sprockets and chains, front and rear brakes, seat and pillion, plus the renewal of numerous minor engine and chassis items. Following completion of the refurbishment the HRD was enjoyably ridden, at one point taking its rider to a Vincent Owners Club Rally in the New Forest.

It is understood that the machine was last used in 2005, given that the last tax disc expired in October that year, likewise the MOT certificate. According to the Works Order form it is perhaps of historical interest that the Builder and Tester are respectively stated as: E Hampshire and G Brown. Despite that the motorcycle has not been used for more than ten years it is in visibly fine fettle; a close inspection is highly recommended.

**£25,000 - 30,000**  
**€30,000 - 36,000**

316

*Property of a deceased's estate*

**1950 VINCENT 498CC COMET PROJECT**

Registration no. RVX 360

Frame no. RC/1/7324

Engine no. F5AB/2A/5424

Effectively a Rapide v-twin minus its rear cylinder, the Series-C Vincent Comet built from 1949 to 1954 offered the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the single-cylinder Vincent did not sell as well as its maker had hoped, and the Comet was dropped when the Series-D range was introduced for 1954. Despatched from the Vincent factory in November 1950 to dealership Smith & Double in Ilford, Essex, this matching-numbers Series-C Comet was purchased by the lady vendor's late father - Mr N G Gower - in August 1957; he is the second of only two owners listed in the accompanying old-style continuation logbook, the first of whom, Mason Merrick of Chelmsford, Essex, had acquired the Vincent in January of that year. Following Mr Gower's death in 2015, 'RVX 360' was discovered beneath a carpet in his garage where it had been stored, unused, for circa 50 years, the last tax disc having expired in the 1960s. The Comet was previously unknown to the Vincent Owners Club. Offered for restoration purposes and sold strictly as viewed, the machine comes with the 1957 purchase receipt (£77 10s) and the aforementioned logbook.

**£8,000 - 10,000**

**€9,600 - 12,000**



317

**1925 RALEIGH 799CC MODEL 12**

Registration no. BS 9629

Frame no. 1149

Engine no. V1172

After a brief and unsuccessful foray in the Edwardian period, Raleigh returned to motorcycle manufacturing immediately after The Great War with a horizontally-opposed inline twin of advanced design, and during the 1920s their range would expand to include machines of a wide variety of capacities and types, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. In 1924 the horizontal twin was replaced by a new 799cc v-twin, which was available as a solo (Model 12) or motorcycle combination (Models 13 and 14). Rated at 7hp for taxation purposes, the sidevalve engine was of Raleigh's own design and manufacture. The new v-twin featured all-chain drive via a Sturmey Archer three-speed gearbox, Brampton Biflex forks, dummy belt rim front brake, and a 7" drum brake at the rear. A compact design meant that the wheelbase ended up only 2" longer than that of the contemporary 350 single, making the twin a pleasant machine to ride in solo trim. This superb example of a rare British v-twin was restored from a derelict state over an 18-month period, and since completion in 2005 has successfully finished four Banbury Runs, the last in 2013. Described as in generally good condition, and running well, the machine is offered with a substantial quantity of restoration bills and photographs, sundry expired MoTs, old/current V5C documents, and some copy technical literature.

**£16,000 - 18,000**

**€19,000 - 22,000**



**1929 SUNBEAM 3½HP MODEL 5 'LIGHT SOLO'**

Registration no. FK 4003

Frame no. B26350

Engine no. J2630

- Laid up in 1957
- Restored in the late 1990s
- Present ownership for 18 years



The first Sunbeam motorcycle - a 350cc (2¾hp) sidevalve single - left the Wolverhampton premises of John Marston Ltd, hitherto a manufacturer of finest quality enamelled goods, bicycles and - latterly - cars, in 1912. Designed by Harry Stevens (later to found AJS) the 2¾hp Sunbeam was equipped with a two-speed countershaft gearbox and fully enclosed all-chain drive, proving an instant success in an era when the norm was hub gears and belt-drive.

Like Marston's other products, his motorcycles soon established a reputation for sound construction and exemplary finish. The marque quickly established a reputation for sporting prowess, achieving 2nd place in the 1914 Isle of Man Senior TT and winning the 1920 race. Overhead-valve engines were introduced in the mid-1920s but successes continued with sidevalve-engined machines, most notably the 492cc (3½hp) 'Longstroke', which secured a debut win at the 1921 French Grand Prix ridden by Alec Bennett. In road-going form this remarkable engine remained in production right up until WW2.

Reputedly, this Model 5 'Longstroke' was discovered in a garage having been laid up in 1957, the year that the last of the accompanying 1950s tax discs expired (see 'as found' photograph on file). In October 1997, the Sunbeam was registered to Mr Jonathan Durrant, who sold it in May of the following year to the current vendor. Mr Durrant had purchased the machine, which had spent all its life in the Worcester area, from the brother of its deceased owner. Copies of original registration records on file show that 'FK 4003' was first registered in March 1929 to Bowcott & Co - 'Leading Cycle Manufacturers and Dealers' - of Worcester.

The vendor completed the Sunbeam's restoration in 2000 and advises us that it is totally correct except for the dynamo's conversion to two-brush operation. Presented in beautiful condition, 'FK 4003' successfully competed an 'End to End' run several years ago but has not been ridden for some time. Re-commissioning will be required before it returns to the road. Restoration bills are on file and the machine also comes with a V5C registration document; a quantity of expired MoTs and tax discs; SORN paperwork; assorted correspondence; and a folder of photocopied technical and other Sunbeam-related literature.

**£7,000 - 9,000**  
**£8,400 - 11,000**



319

## 1932 SUNBEAM 493CC MODEL 9

Registration no. HY 7130  
Frame no. B12482  
Engine no. 12A51902334

- Fitted with a 1935 engine
- New paintwork and plating
- Requires re-commissioning



Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new '500' sports roadster was known as the Model 9 - the '350' as the Model 8 - while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The John Greenwood design was advanced for its day, with a specification that included a crankshaft supported by three ball-bearings, dry-sump lubrication, and primary drive enclosed in an cast alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power take-off. The latter gained four speeds as part of an extensive redesign for 1932, at which time an over-bored, 599cc version of the Model 9 - the 9A - became available for the first time.

The overhead-valve Model 9's frame and cycle parts, which had much in common with those of Sunbeam's larger side-valve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the Model 9 did not appear until September of that year.

Changes to the Model 9's engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Pushrod enclosure had arrived by 1930 to be followed a couple of years later by partial enclosure of the rocker gear.

This Sunbeam Model 9 has been fitted with a later engine: the twin-port unit from a 1935 Model 9. The machine also has a modern saddle, modern handlebar controls, and a side stand, all fitted in the interests of improved usability. The current vendor acquired 'HY 7130' in November 2013 from previous owner Roy Green (receipt on file). Boasting new paintwork and plating, this beautiful motorcycle has not been used for several years and will require re-commissioning before it returns to the road. The machine is offered with two old-style logbooks; sundry invoices; assorted correspondence; V5C document; instruction manual; and a parts list.

**£6,000 - 8,000**  
**€7,200 - 9,600**



320

**1937 VELOCETTE 495CC MSS PROJECT**

Registration no. DHA 774

Frame no. MS 3578

Engine no. MSS 2511

The third of Velocette's overhead-valve, high-camshaft, single-cylinder designs, the 500cc MSS was announced in 1935. The first of these new models had been the 250cc MOV of 1933, which was joined for 1934 by a long-stroke 350cc version - the MAC. In creating the MSS, Veloce kept to the basic design, combining the MAC's 96mm stroke with a larger bore to create its new '500'. The MSS engine went into a new frame derived from that of the racing KTT. The model disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. The engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm along with an alloy cylinder barrel and 'head. This pre-war MSS was purchased by the vendor's father in November 1959 and has been in the family ever since. Last taxed in 1965, the machine has been kept in dry storage since then and its engine turned over occasionally. We are advised that the engine turns and that the gears select. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (1961) and an old-style V5 registration document.

**£3,000 - 4,000**

**€3,600 - 4,800**



321

**1935 VELOCETTE 249CC GTP PROJECT**

Registration no. BOK 655

Frame no. 5501

Engine no. 5741

The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce model, and the type was an almost permanent fixture of the Hall Green range up until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed Velocette's characteristic slim-line clutch. This foot-change GTP was purchased by the vendor's father in June 1949 and has been in the family ever since. Last taxed in 1961, the machine has been kept in dry storage since then and its engine turned over occasionally. We are advised that the engine turns and that the gears select. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (1961) and an old-style V5 registration document.

**£2,000 - 3,000**

**€2,400 - 3,600**



322

### 1932 NORTON 490CC MODEL 18

Registration no. FV 2952

Frame no. 47313

Engine no. 53897

Like the majority of its contemporaries, Norton relied on the sidevalve engine until the 1920s when the existing and well-tried 490cc unit was used as the basis for the firm's first overhead-valve design. After debuting on the racetrack, a road-going version - 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 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. Production of an essentially unchanged 1939 model resumed after WW2 and then for 1947 the Model 18 was up-dated with Roadholder telescopic forks in common with the rest of the Norton range. A 'basket case' when acquired, this pre-war Model 18 was restored by its owner in 2003/2004 and after completion featured on the front cover of the VMCC's magazine (October 2004 edition). Described as in generally good condition, this well restored machine is offered with an old-style continuation logbook (1945), sundry bills, a selection of restoration photographs, some expired MoTs, old/current V5C registration documents, an original instruction manual, and a quantity of photocopied technical literature.

£8,000 - 12,000

£9,600 - 14,000



323

### 1960 NORTON 497CC DOMINATOR 88

Registration no. 456 NPH

Frame no. R122-88332

Engine no. R122-88332

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear sub-frame, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. Sold new via Comerfords Ltd of Thames Ditton, this Dominator 88 benefits from a full engine rebuild, including an SRM 'unleaded' cylinder head conversion. Described as in generally good condition, and running well, this beautiful machine is offered with its original and continuation logbooks, a quantity of bills and expired MoT certificates, and a V5C registration document.

£5,000 - 6,000

£6,000 - 7,200



The ex-SkyFall 2012 (James Bond)

## 2011 HONDA CRF250R MOTO-CROSSER

Frame no. JH2ME10A7BK702767

- Used in the opening sequence of 'SkyFall' (2012)
- Purchased in 2013
- Authenticated by Honda UK



After a break of four years, Daniel Craig returned to the screen in 2012 as secret agent James Bond in 'SkyFall'. In keeping with the long-running movie franchise's tradition, 'SkyFall' begins with a heart-stopping action scene, in which Bond chases hit-man Patrice (played by Ola Rapace) across Istanbul, both men being mounted on modified Honda CRF250R moto-crossers. The CRs were part of a batch supplied to the film's production team by Honda UK, Bond's being modified to look like a local merchant's bike while Patrice's - the machine offered here - was kitted out as a Turkish police motorcycle.

The opening sequence was shot in Istanbul and Adana, Turkey, though preparations and rehearsals had begun many months in advance at Longcross in the UK, a former military facility, where dirt mounds and ramps were created to simulated the rooftops of Istanbul's Grand Bazaar.

'We needed a highly versatile and quality off-road motorbike that could be easily modified, without compromising performance or safety,' said stunt co-ordinator Gary Powell. 'Honda CRFs are probably the best off-roaders out there so it's great that we've been able to partner with Honda as the bikes, whilst heavy modified, were superb to work with.'

'Honda make a good product. We don't have to do a lot of maintenance to the bikes, just replace things like exhaust, handlebars and levers when the bikes are crashed.'

Following the movie's release, two of the Hondas used in the filming were displayed alongside a stock CRF250R at the National Motor Museum, Beaulieu as part of the 'Bond in Motion' exhibition.

Of the up to 20 machines supplied for filming, two were kept by Honda and two by the production company (EON), and the rest were destroyed. In 2013 this 'Patrice' CRF250R was donated to a charity auction by Honda UK where it was purchased by the current vendor. The machine retains the special safety lock-wiring throughout, and has non-functioning display instruments. It is sold as an unregistered display item only; the successful purchaser will be responsible for NOVA and registration should they so desire. Its mechanical condition is not known.

A must for any James Bond fan, the machine is offered with a letter of authentication from Honda UK stating that it is the actual one used in the opening sequence of 'SkyFall'.

**£12,000 - 16,000**

**€14,000 - 19,000**

**No Reserve**

325

**1976 HONDA CB550F**

Registration no. RFE 297R  
Frame no. CB550F-1021064  
Engine no. CB550E-1131949

Honda followed its sensational CB750 with a range of smaller fours, the first of which, the CB500, appeared in 1971. The newcomer was just as well specified as its larger brother, boasting an overhead-camshaft engine, five-speed gearbox, electric starter, and disc front brake. Upping the engine capacity, the CB550 offered the same blend of performance and civility when it first arrived in the USA in 1973. UK buyers had to wait another three years to sample it, by which time the model had been joined by the CB550F, with 4-into-1 exhaust and sportier styling. Bike magazine was unstinting in its praise of Honda's newly enlarged middleweight, stating: 'We believe the CB550 provides one of the finest balances between performance, economy and handling quality in today's motorcycling arena', virtues often claimed nowadays by protagonists of the successor 600cc class. Britain's best-selling motorcycling magazine went on to state that it considered the CB550 'one of the better bikes to emerge from Honda's design team in recent years'. Acquired by the vendor in July 2014, this CB550F is described as in generally good condition and lovely to ride, with a very smooth engine. The machine is offered with V5C document, MoT to March 2017 and a bill for a major service (including new tyres) dated September 2011.

**£2,000 - 2,500**  
**€2,400 - 3,000**



326

**1973 SEELEY-KAWASAKI 750CC H2A**

Registration no. RPE 821  
Frame no. SWK 472 (see text)  
Engine no. H2E 29641

Originally developed to prolong the competitiveness of AMC's racing singles, Colin Seeley's frame designs clearly had the potential to accommodate other, more-powerful types of engine, and commissions for frames to accommodate multi-cylinder power units soon followed, one of the first being for the Kawasaki triple. Colin Seeley has confirmed that frame 'SWK 472' was manufactured in 1976 for stock and is one of the last of its kind made. The prefix stands for 'Seeley Wren Kawasaki', the 'Wren' being Seeley's ace welder and fabricator, Jack Wren. The registration documents record the frame number as '29457' (presumed to be that of the donor machine). The current vendor acquired the Seeley-Kawasaki in 1980 from previous owner Ron Joyce of Tolworth, Surrey, who probably was responsible for its construction. Since circa 1988 the machine has spent most of the time off the road in the owner's house, only emerging to do a season of drag racing in 1995, undergoing considerable modification in the process. It has only recently been re-commissioned for road use. The vendor, who has owned this unique Seeley-Kawasaki for over 36 years, has supplied a detailed account of his ownership and the various modifications made to the machine, which runs to around 2,500 words (perusal recommended). Accompanying documentation consists of old/current V5/V5C documents and MoT to July 2017.

**£6,000 - 8,000**  
**€7,200 - 9,600**





327

*Property of a deceased's estate*

**C.1942 HARLEY-DAVIDSON 739CC WLA**

Registration no. HVM 508

Frame no. 9599

In 1939 the US Army was supplied with two prototype Harley Davidsons for military evaluation and, based on tests and comparison with other machines, such as Indian and Delco, an order was eventually placed in 1940 for the first WLAs. Based on the pre-war WL model, it had the benefit of a recirculating oil system to aid longevity in the field and was equipped with various accoutrements of war, such as the ammunition box, rifle holster, black-out lights and the battlefield air filter. It proved to be a success in its military role and was supplied to several countries, including Great Britain, who ordered 5000 in the early stages of World War II. It seems possible that this machine could be one of the 5000 supplied to Great Britain, as it was first registered for road use in Manchester in 1947, after the cessation of hostilities. The crankcases are unnumbered, suggesting that they may have been replaced with a new pair during wartime service. Purchased by the vendor's deceased partner from a local acquaintance in 1995, the WLA was last MoT'd in 1998. It has been standing since that time in a large unheated building and will require some re-commissioning or restoration work. Paperwork consists of a current V5C document, together with an older type V5C, and an old V5. There are three expired MoT certificates, an expired road tax disc, and a number of SORN declarations.

**£6,000 - 8,000**

**€7,200 - 9,600**



328

*Property of a deceased's estate*

**C.1941 MATCHLESS 350CC EX-WD G3L**

Frame no. 78341

Engine no. 41 ECO/2/11/53 A/G3L 74221L

Matchless were one of the earliest manufacturers of motorcycles, founded in 1899, whilst their subsequent partners, AJS were relative latecomers in 1909. Indeed, Matchless had won their first TT in 1907, before the inception of the AJS company, yet it was AJS who arguably went on to achieve greater fame in racing circles with its overhead valve and overhead camshaft models of the 1920s. However, when AJS ran into financial troubles in 1931 they were taken over by Matchless. In 1938 the group name was changed to Associated Motor Cycles Limited. After the outbreak of World War II the British government contracted AMC to produce the G3L for the war effort, and over the course of the next few years tens of thousands were made. This model was one of the livelier WD machines and a favourite with many of the riders for that reason. They were little changed during the course of the war, save for the introduction of the 'Teledraulic' forks in 1941. This ex-WD machine was purchased by the vendor's deceased partner at an indeterminate time and was never used by him on the road. The G3L has been standing unused since acquisition and will require some re-commissioning or restoration work. There are no documents with this machine.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**



329

*Property of a deceased's estate*

**1957 ARIEL 348CC RED HUNTER**

Registration no. XDE 558

Frame no. APR5962

Engine no. MA763

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. The new frame continued until the end of production of the larger capacity models in 1959. This swinging arm Red Hunter was purchased by the vendor's late partner in the 1990s. Since acquisition it has not been run or used on the road, having been stored in a large unheated building and will require some re-commissioning or restoration work. Accompanying paperwork consists of an old continuation VE60 log book dating from 1976. At some time the machine appears to have been fitted with replacement crankcases.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**



330

*Property of a deceased's estate*

**1957 NORTON 349CC MODEL 50**

Registration no. TSY 508

Frame no. M13 75303

Engine no. 73503 M13 (see text)

Norton burst onto the motorcycling scene in 1907 with a victory in the twin-cylinder class of the inaugural Isle of Man Tourist Trophy. They became better known for their production of single cylinder machines, and there followed, throughout the teens, twenties and thirties, a succession of racing and sporting machinery leaving the Bracebridge Street factory, in addition to more workaday mounts. Initially produced before the war, the 348cc model 50 was not revived until 1955, when it reappeared with a swinging arm frame identical to its siblings. It continued in this form until 1958 when it was uprated with the Featherbed frame used on the twin cylinder machines. The machine offered is one of the later single downtube frame type, utilising the AMC gearbox. Acquired by the vendor's deceased partner in 1996, TSY 508 was last licensed for the road in 2000, as evidenced by the expired tax disc on file. It has been standing unused since that time in a large unheated building and will require some re-commissioning or restoration work. Documentation comprises a current V5C document, an older type V5C, and an old V5. There are also two expired MoT certificates, two expired road tax discs, and a number of SORN declarations. It should be noted that whilst this machine is believed to have the original engine and frame, the engine number is 73503, and not 75303, as might be expected.

**£1,000 - 1,400**

**€1,200 - 1,700**

**No Reserve**





331

*Property of a deceased's estate*

**1978 TRIUMPH 744CC BONNEVILLE T140**

Registration no. CFA 653T

Frame no. T140E JA12225

Engine no. T140E JA12225

Triumph was present, more or less, at the dawn of the motorcycle industry. Famed initially for their 'Trusty' Triumph single cylinder models, they were a presence on the battlefields of the First World War. In the 1930s they started production of the twin cylinder models, for which they were destined to become even more renowned. They announced the Speed Twin in 1937, and the scene was set for a model line which would continue almost unbroken until the final demise of the Harris twins in 1988. Capacities steadily increased from the original 500cc to the eventual 750. CFA 653T was first registered in October 1978, and is, therefore, a 1979 model. It was purchased from the first owner by the vendor's deceased partner in 1984. The MoT certificate issued that year shows an indicated mileage of 10,714. It was used most years thereafter until 1997/98, when the odometer displayed 16,303, which is the present reading. The Bonneville has been standing unused since that time in a large unheated building and will require some re-commissioning or restoration work. Paperwork consists of a current V5C document, together with an older type V5C. There are 12 expired MoT certificates, dating from 1984 to 1998, 13 expired road tax discs from the same period, and a number of SORN declarations.

**£1,000 - 1,400**

**€1,200 - 1,700**

**No Reserve**



332

*Property of a deceased's estate*

**C.1963 ARIEL 247CC ARROW**

Registration no. 904 HKF

Engine no. T27897T

Having been owned by the BSA concern since 1944, the Ariel range was looking a little dated towards the end of the 1950s and a change of direction was needed. 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 and Arrow. The Ariel Leader was designed by Val Page, released to the press in 1958, and was a revelation to all with an interest in the industry. A slimmed-down version of the Leader, the Arrow, was announced at the end of 1959 for the 1960 model year. Whilst the engine and gearbox of the Leader remained unaltered, the side panels, leg shields and panniers were stripped away, and with a reduction in weight from the Leader, it was consequently nippier than its sibling. According to Ariel, the Arrow was 'Fast, Economical and Stylish'. Purchased by the vendor's deceased partner in 2005, 904 HKF has been standing unused since that time in a large unheated building and will require some re-commissioning or restoration work. Documentation comprises a current V5C document.

**£500 - 800**

**€600 - 960**

**No Reserve**





333

*Property of a deceased's estate*

**1962 BSA 247CC C15**

Registration no. 3403 FM

Frame no. C15 37129

Engine no. C15 41853

BSA is considered to have started motorcycle production in 1910, for the 1911 model year. Destined never to have the racing pedigree of contemporaries such as Norton, Triumph, Matchless, Indian, Velocette, Rudge and others prior to World War II, they nevertheless garnered a well-deserved reputation as a solid, dependable means of transport for many enthusiasts, and offered an extensive model range (of as many as 18 different ones) which served many of the populace for much of their daily transport and weekend sporting needs. After the Second World War, building on the strength of their war work, they improved their performances both on the racetrack, and in off-road events. In 1958 the C15 was announced as the successor to the C12. Bearing some similarities to the layout of the Tiger Cub engine, the new unit-construction machine was a much more compact package than its predecessor. It naturally found favour with motorcycle competitors, and spawned both trials and scrambles over-the-counter variants. This C15 was acquired by the vendor's late partner around 1990, and is thought not to have been used during the present ownership. Having been kept in storage for many years it will require some re-commissioning or restoration work. Documentation accompanying 3403 FM comprises only an old tax disc (expired end of July 1972) together with a letter to a previous owner from Roy Bacon, under the auspices of Classic Bike magazine, regarding dating the machine.

**£700 - 1,000**

**€840 - 1,200**

**No Reserve**



334

*Property of a deceased's estate*

**1961 TRIUMPH 197CC TIGER CUB**

Registration no. 243 TNU

Frame no. T77005

Engine no. T20 77005

Triumph was present, more or less, at the dawn of the motorcycle industry. Famed initially for their 'Trusty' Triumph single cylinder models, they were a presence on the battlefields of the First World War. In the 1930s they started production of the twin cylinder models, for which they were destined to become even more renowned. In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. Both models were aimed at younger riders in the hope that, captured early, they would move on to the larger twins in due course. This Cub was acquired by the vendor's late partner in 1987 (receipt on file) and is notable in that it not only retains the original engine and frame, but also is still fitted with the original metal side skirts which were so often discarded by the young owners of the 50s and 60s. The supplying dealer's tag is present on the rear chainguard, indicating it was supplied by well-known BSA works rider David Tye. Having lain unused for many years, it will require some re-commissioning or restoration work. Documentation accompanying 243 TNU comprises a current V5C, the original buff VE60 log book, three expired Mot certificates, purchase receipt, and miscellaneous papers.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**



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.



335



337



336



338

335

*Property of a deceased's estate*

**C.1961 TRIUMPH 197CC TIGER CUB**

Registration no. 520 GTC

Frame no. T73357 Engine no. T20 71516

Having begun manufacturing single cylinder machines, Triumph started production in the 1930s of the twin cylinder models with which they were destined to become synonymous. In 1952 the idea of a single cylinder model, albeit a lightweight one, was resurrected when the 150cc Terrier was introduced. In 1954 it was joined by an enlarged 197cc version christened the Tiger Cub. Both models were aimed at younger riders in the hope that, captured early, they would move on to the larger twins in due course. 520 GTC was acquired by the vendor's deceased partner at an indeterminate time. Having lain unused for many years, it will require some re-commissioning or restoration work and is sold strictly as viewed. There are no documents with this machine.

**£600 - 800**

**€720 - 960**

**No Reserve**

336

*Property of a deceased's estate*

**C.1978 BOMBARDIER 247CC CAN-AM**

Registration no. DNT 475T

Frame no. 8960000012 Engine no. 8960000012

Bombardier were initially a Canadian manufacturer of snowmobiles. During the 1970s they began producing motorcycles powered by Austrian-made Rotax engines. With a powerful two stroke engine, featuring a rotary disc valve induction system, coupled to a five speed gearbox, the off-road machines proved to be a success in competitions such as ISDT, and the AMA 250cc motocross class. They were subsequently produced in military trim for use by the Canadian, British and Belgian armies, amongst others. Purchased at an indeterminate time, the Can-am has been unused for many years, kept in storage, and will require some re-commissioning or restoration work. The vendor does not have any documents for DNT 475T, although it appears on the DVLA system, so the successful buyer should be able to obtain a V5C from Swansea.

**£400 - 600**

**€480 - 720**

**No Reserve**

337

*Property of a deceased's estate*

**1992 ENFIELD 50CC EXPLORER CG50**

Registration no. K451 OAF

Frame no. B34760H8 Engine no. 334805H8

Royal Enfield had initially set up a partnership arrangement to manufacture the 350 Bullet under licence at a production facility in Madras, India in 1955. After collaboration with the Eicher Group, they began to produce some different models in the early 1990s. The Enfield Explorer is one of those. With a 50cc two stroke engine and 3-speed transmission it was squarely aimed at the young commuter market, with up-to-date cast alloy wheels. This machine was purchased by the vendor's deceased partner when less than a year old, and was little, if ever, used, still displaying only 1330 Kms on the odometer. It has been stored since 1998, and will require some re-commissioning or restoration work. Documentation comprises a current V5C, an old V5C, two old MoT certificates, an old tax disc, SORN and miscellaneous papers.

**£200 - 400**

**€240 - 480**

**No Reserve**

338

*Property of a deceased's estate*

**J.A.P.-ENGINED GRASSTRACK RACER**

It is no surprise that when Speedway and Grass track racing were gaining popularity in the nineteen twenties and thirties, the popular engine of choice was the J.A.P. This dominance was to continue for decades to come, as riders used these motors in proprietary or small-batch production frames. This machine utilises the later 5-stud J.A.P. engine in a frame manufactured by its late owner, christened by him as a Tremit (Trevor Made It). He made frames for his own racing machines, and a few selected customers, in the course of his competition career which stretched from the 1960s to the 1970s. It features an AMC gearbox, and is equipped with a twin-float racing carburettor. Used for racing during the 1960s by the vendor's deceased partner, it has been stored for many years, and will require re-commissioning or restoration.

**£300 - 500**

**€360 - 600**

**No Reserve**

339

### 1996 DUCATI 955 SPA

Registration no. N113 WPA

Frame no. ZDM916S007106

Engine no. ZDM955W4\*000023

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. Within a short time the original 916 Strada was superseded by the Biposto (two-seat) version and the higher specification SP ('Sport Production'). In 1996 Ducati offered the broadly similar SP3, which was followed by the ultra-exclusive 916 SPS ('Sport Production Special') that used a 996cc engine. Also during 1996, a small number of 955 SPA ('Sport Production America') models was completed for homologation in AMA Superbike racing. Although the 955cc engine also went into the over-the-counter racers, its only use in a road-going Ducati was in the US-only 955 SPA of 1996. Independently imported as a new motorcycle and first registered in June 1996, this rare and highly collectible Ducati 955 SPA was purchased by the vendor's late father, its fourth owner, in August 2004 (sales invoice on file). The machine has been securely stored since its owner passed away in August 2015, and has been started regularly. The odometer reading is circa 14,000 miles. Accompanying documentation consists of a quantity of expired MoTs, a V5C Registration Certificate and sundry invoices, including some from marque specialists, Pro Twins. Carbon-fibre fairing panels are fitted (originals included).

£15,000 - 17,000

€18,000 - 20,000



340

### C.1914 CALCOTT 2½HP

Registration no. FX 1828

Frame no. 132

Engine no. 116A

Around 1910 Calcott introduced its first production motorcycle, which was powered by a 3½hp engine supplied by another Coventry firm, White & Poppe. In 1912 a 237cc four-stroke lightweight powered by an engine of Calcott's own manufacture was introduced and this was joined by a 292cc version the following year. By this time Calcott had begun making motor cars and within two years motorcycle production had ceased. Although initially successful in its new venture, Calcott was in severe financial difficulties by the mid-1920s and in 1926 was taken over by Singer. It is believed that only three or four Calcott motorcycles still exist together with around 20 cars. This Calcott has the 292cc (2½hp) engine and direct belt drive. The machine was purchased by its late owner in 1973 and has been kept in garage storage - untouched - ever since. 'FX 1828' appears in largely original condition, with the exception of some parts that were repainted many years ago, and we are advised that the engine turns freely, with functioning de-compressor. The contemporary handlebar-mounted bell is a particularly nice feature. Accompanying paperwork consists of a V5 document and an old-style logbook. The year of original registration is recorded as 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

£3,000 - 4,000

€3,600 - 4,800





341

**1975 HONDA CB400F CAFÉ RACER**

Registration no. JHV 907N  
 Frame no. CB400F 1021946  
 Engine no. CB400F-E1060406

Now regarded as one of the classics of the 1970s, the Honda 400 Four appeared in 1974, its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowing it with performance better than many 500s. With a stylish 4-into-1 exhaust, six gears, and rear-set footrests, it was every boy-racer's dream and a huge commercial success. This stylishly modified example was built by previous owner Julian Bolton who, sadly, died before its completion. A friend then completed the machine, which carries a commemorative number plate in Julian's memory. Noteworthy features include a (believed) Suzuki front end, Borrani alloy wheel rims, carburettor velocity stacks, 4-into-2 exhaust system, Gold Star-type silencers, solo 'racing' seat, 'Ace' handlebars, and a special paint scheme. Acquired by the vendor at auction two years ago, this unique CB400F café racer is offered with sundry invoices and a V5C Registration Certificate.

**£2,500 - 3,000**  
**€3,000 - 3,600**



342

**1990 SUZUKI VX800**

Registration no. G527 WNF  
 Frame no. 100399  
 Engine no. 100601

Introduced in 1990, the VX800 cruiser was powered by an 805cc, water-cooled, v-twin engine, a derivative of which is still around today powering the smaller models in Suzuki's cruiser range. Features included disc brakes, alloy wheels, a five-speed gearbox, and shaft final drive. This example was purchased by the current owner at Bonhams' Oxford Sale in June 2014 (Lot 120) having belonged to the immediately preceding owner since April 1998. The machine currently displays a total of 19,035 miles on the odometer, and is described by the vendor as in generally very good condition. The accompanying history folder contains sundry invoices, assorted correspondence, SORN paperwork, a quantity of old MoT certificates, MoT to July 2017, and V5/V5C documents. A pair of Nonfango panniers is included in the sale.

**£1,000 - 1,500**  
**€1,200 - 1,800**  
**No Reserve**



343

**2005 PIAGGIO 459CC B500 SCOOTER**

Registration no. LJ55 GME  
 Frame no. ZAPM3410000030531  
 Engine no. M341M34495

Recent years have witnessed the increasing popularity of 'maxi scooters' which, as well as offering the traditional scooter's weather protection and user-friendliness, have larger engines, bigger wheels, greater luggage carrying capacity and a lot more performance. Many of the larger models have a decent touring capability, finding favour with 'proper' motorcyclists who hitherto would not have been seen dead on such a machine. The example offered here is by the Italian firm of Piaggio, manufacturers of the legendary Vespa. 'LJ55 GME' has had only two owners from new and currently displays at total of 42,349 kilometres (approximately 26,315 miles) on the odometer. The machine was last serviced in September 2015 and is described as in generally good condition. New tyres were fitted last year. The machine is offered with an owner's manual, V5C Registration Certificate and the 2015 Vehicle Sales Order.

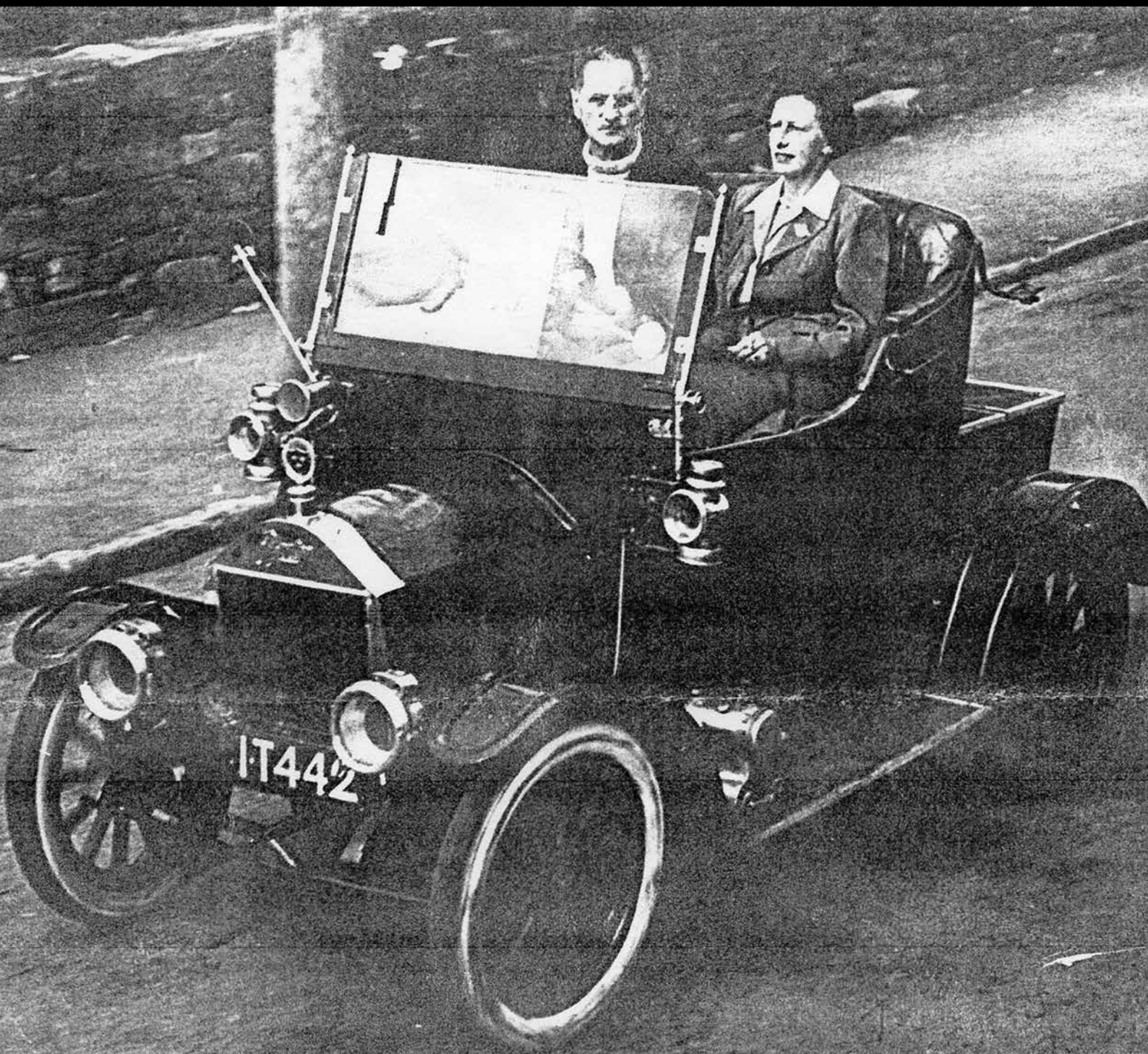
**£400 - 600**  
**€480 - 720**  
**No Reserve**

# MOTOR CARS

Following Motorcycles approx 3pm

Lots 401 - 511

Further images of each lot can be found at:  
[www.bonhams.com/23594](http://www.bonhams.com/23594)





401

### 1971 RANGE ROVER A SUFFIX 4X4 ESTATE PROJECT

Registration no. PJT 507K  
Chassis no. 35501436A

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. Retaining many original features, this early Range Rover (the rare and much desired 'Suffix A' model) is finished in its believed original Sandglow Gold livery. Sporting the desirable palomino vinyl interior trim this early Range Rover is complete and requires sympathetic restoration. Representing a rare opportunity to acquire a great project 'Suffix A' of the iconic Range Rover in its earliest and purest form. Offered with a history file and Swansea V5C, sold strictly as viewed.

**£7,000 - 10,000**  
**€8,100 - 12,000**



402

### 1967 MORRIS MINOR 1000 TRAVELLER

Registration no. HGV 765E  
Chassis no. MAW51185066

The Traveller estate version of Alec Issigonis' outstandingly successful Minor first appeared in 1953. By this time the Minor was in Series II form with an 803cc overhead-valve A-Series engine in place of the original 918cc sidevalve unit. In 1956 the Minor 1000 featuring an enlarged (948cc) engine and an improved gearbox appeared, the newcomer being readily distinguishable from the preceding 'split screen' model by virtue of its one-piece curved windscreen. There was a further capacity increase (to 1,098cc) in 1962 and from then on the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971. The practical Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following. This older restored Morris Minor Traveller has had just 4 owners from new and has been much enjoyed by the current owner. Finished in smoke grey with matching blue vinyl interior, the Traveller was restored by marque specialists Pops Place, Norfolk in 2002, a photographic record of the works is on file. The Traveller still presents well, but would benefit from some cosmetic attention to the paint. Mechanically in very good condition, starting on the first turn of the turn and benefitting from a gearbox and clutch replacement in 2015. The popular upgrade to disc front brakes has been carried out, making for safer road use, in addition to 5 new Bridgestone tyres. Recently serviced and MOTd, (bill for £919.80 on file) including new cross member and floor sections. Accompanying documentation consists of restoration images and photographs, sundry bills, MoT to July 2017 and a Swansea V5C.

**£4,000 - 6,000**  
**€4,600 - 7,000**  
**No Reserve**



403

### 1988 GTM ROSSA MARK 1 SPORTS

Registration no. Q60 JEY  
Chassis no. R42

The Cox GTM kit-car originated in 1967. A mid-engined coupé, the GTM used two Mini front sub-frames, which were attached to a sheet steel semi-monocoque chassis clothed in a glassfibre bodywork. A few changes of ownership later, and the project re-emerged as GTM Cars. New body moulds were commissioned, resulting in a much improved GTM Coupé for 1981. A Metro-based convertible model, the Rossa, was launched in 1986, abandoning the original's steel chassis in favour of a moulded glassfibre construction. It is estimated that some 800 GTMs of all types were sold, and all are sought after by enthusiasts. This GTM Rossa was built from a kit purchased in 1988, and was first registered in 1990. GTM Cars Ltd's invoice is in the comprehensive history file together with the original build manual. The power unit is a BMC A-Series of 1,275cc. 'Q60 JEY' was acquired by the previous owner in April 2013 and restored over a three-year period, being completed in 2016 (bills on file). The provision of Alley Cat alloy wheels (full-size spare included) and removal of the rear seats to create more luggage space are the only notified deviations from factory specification. Finished in cream with grey cloth interior, 'Q60 JEY' has covered 41,300 miles and is described by the vendor as in generally very good condition. Offered with a V5C document and MoT to April 2017.

**£3,000 - 5,000**  
**€3,600 - 6,000**  
**No Reserve**



404

### 1997 ROVER MINI COOPER

Registration no. R522 LDY  
Chassis no. SAXXNNAZEWD144214

Having devised the iconic original back in the early 1960s, John Cooper sold his own modified Minis under the 'Mini Cooper' name from the mid-1980s, before Rover's acquisition of the rights to the name made it possible to officially re-launch the model in September 1990. The new Mini Cooper was based on the Mini 30, the most luxuriously equipped Limited Edition Mini to date, but fitted with the 1,275cc engine rather than the 30's 998cc unit. What would turn out to be the final version of the original Mini - the extensively revised and considerably more refined Mark 7 - arrived in 1996. Changes included twin-point fuel injection, higher final drive gearing, driver's airbag, side impact beams, additional sound insulation, improved front seats, front-mounted radiator and a 'Sportpack' option. By the time production ceased in 2000, a total of well over 5 million Minis of all types had been produced, making it the best selling British car of all time. Most attractively finished in classic British Racing Green metallic with white roof, this Mini Cooper has had only one private (lady) owner and has covered a mere 25,000-or-so miles from new. Offered with full service history, owner's handbook, and a V5C registration document, this low-mileage Mini Cooper represents an wonderful opportunity to acquire a last-of-the-line example of one of the world's greatest cars.

**£6,000 - 8,000**  
**€7,200 - 9,600**  
**No Reserve**





405

*Property of a deceased's estate*

**1970 ROLLS-ROYCE SILVER SHADOW SALOON**

Registration no. UYO 77

Chassis no. SRH8651

Introduced in 1965, the Rolls-Royce Silver Shadow (and Bentley T1) represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction. The latter freed the body designers from the constraints of a separate chassis and permitted a reduction in overall height and weight without loss of either rigidity or capacity. All-round independent suspension was another new introduction, and production cars boasted a roofline 4" lower than that of the preceding Silver Cloud. This new styling appealed to the younger generation of Rolls-Royce owners more prevalent from the mid-1960s onwards and enabled the company to keep abreast of fashion. Its engine - the well-tryed 6.2-litre V8 introduced on the Silver Cloud II - was one of the first aspects of the Silver Shadow to undergo significant alteration, being enlarged to 6,750cc in 1970. Manufactured that same year, chassis number '8651' is one of the last 6.2-litre cars. Purchased on 13th September 1983 (receipt on file), the car was MoT'd most years up to 1992 and comes with eight expired certificates issued between 1980 and June 1991, during which period it covered some 29,000 miles (the current odometer reading is 89,311 miles). Additional documentation consists of a partially-stamped service booklet, a factory handbook, a factory workshop manual, miscellaneous papers, and a V5C Registration Certificate. Off the road since 1992, the car is offered for re-commissioning/restoration and sold strictly as viewed.

**£2,800 - 3,500**

**€3,300 - 4,200**

**No Reserve**



406

*Property of a deceased's estate*

**1942 FORD GPW JEEP 4X4 UTILITY PROJECT**

Registration no. 225 FRA

Chassis no. 264737

Although forever associated with Willys-Overland, the original Jeep was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of un-skilled maintenance, Bantam's prototype Jeep was up and running by 1940. The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands, so the major contracts went to Willys and the Ford Motor Company. Produced by the million, the Jeep saw service in every theatre of the Second World War and inspired the production of the Land Rover. This particular Jeep was purchased by the late owner in 1984 and used from then until 1988. The most recent of the two accompanying MoT certificates was issued in August 1987 at 22,497 miles, while the current odometer reading is 24,362. First registered for the road in 1957 in Derbyshire, the vehicle is recorded as a Willys on the V5C registration document, but the VIN plate and other features suggest it is actually a Ford GPW. Unused since 1988 and offered for restoration, the Jeep comes with a Clymer service/repair handbook, new body tub, new bonnet, new grille, two new front wings, a new windscreen, new number plates, and a new canvas hood. Sold strictly as viewed.

**£5,500 - 6,500**

**€6,600 - 7,800**

**No Reserve**





407

*Property of a deceased's estate*

### **1954 WOLSELEY 4/44 SALOON**

Registration no. PVC 611

Chassis no. NAA1315920

Acquired by Lord Nuffield in 1927, Wolseley served as the upmarket counterpart to Morris until the creation of the British Motor Corporation (BMC) in 1952 saw the Corporation's various makes rationalised. Although dating from the BMC era - it was introduced in 1952 - the Wolseley 4/44 had been developed during the Nuffield days. The 4/44 shared its unitary construction body/chassis with the contemporary MG Midget and was powered by a 1,250cc four-cylinder overhead-valve engine. Coil-sprung front suspension and rack-and-pinion steering were noteworthy features. Belonging to the period immediately prior to BMC's wholesale adoption of 'badge engineering', the 4/44 was one of the last of the Wolseley marque's products retaining a semblance of individual character. Almost 30,000 had been completed when production ceased in 1956, but today survivors are relatively rare. This Wolseley 4/44 was acquired in 1996 in running condition and was in regular use until recently. Kept in storage thereafter, it has recently been mildly re-commissioned and is now running well. Nevertheless, a thorough check-over is advised before any extended use on the road. The car is offered with a V5 registration document.

**£7,000 - 10,000**

**€8,400 - 12,000**

**No Reserve**



408

*Property of a deceased's estate*

### **1950 RILEY RMA 1½-LITRE SPORTS SALOON PROJECT**

Registration no. RST 313

Chassis no. 40-S-18209

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent and by the decade's end was part of the Nuffield Organisation. Rileys of the immediate post-war years were, nevertheless, recognisably products of the 'old firm'. These traditionally styled saloons and tourers were the last to bear the famous blue diamond badge and the last to be introduced while Riley was still based in Coventry, rather than sharing the MG factory at Abingdon. Most popular of these models was the 1½-litre RMA sports saloon, introduced towards the end of 1945. One of Britain's first new post-war designs, the RMA came with torsion bar independent front suspension, hydro-mechanical brakes, and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise, while the Nuffield connection enabled bodies to be coachbuilt in the traditional manner at Morris Bodies in Coventry. This particular RMA was acquired by the owner some 20 years ago as a restoration project (there was known to be a fault with camshaft drive). However, as is so often the case, other projects took over, and the Riley has remained in dry storage since acquisition. The Riley is in surprising good order, presenting well cosmetically and sporting its original brown leather interior. The car comes with a V5 registration document and is sold strictly as viewed.

**£4,000 - 6,000**

**€4,800 - 7,200**

**No Reserve**





409  
**1919 LE ZEBRE TYPE D**

Registration no. WP2959  
 Chassis no. D20 6744

Société Le Zèbre was founded in Puteaux, Seine in 1909. Its first product was a single-cylinder light car, which was joined in 1912 by a brace of four-cylinder models. Made up to 1917, these designs were not revived after WWI, but instead were replaced by the 997cc four-cylinder Type D, which featured an in-unit gearbox, and electric lighting and starting. Two open tourers were available: two-seat and four-seat, together with a saloon, and with its rounded radiator and wire wheels, the little Type D was undeniably handsome. It was made up to 1923, latterly with a flat radiator. This very pretty Type D started life in Brittany and was, apparently, laid up in a barn prior to WW2. It is understood that the owner died during the war. The car was subsequently imported into the UK (in 1976) and was then comprehensively restored by well-known specialists, including Trojan Ltd. It was registered as 'WP 2959' in 1981. A substantial history file documents the painstaking restoration, including a photographic record of the engine and gearbox rebuilds, and also contains handbooks and original technical literature. Boasting a new tonneau cover, the car is described by the vendor as in generally very good condition and comes with a V5 registration document. An ideal entry into VSCC light car events.

**£10,000 - 12,000**  
**€12,000 - 14,000**



410  
**1927 RENAULT MONASIX**

Registration no. to be advised  
 Chassis no. 312815

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 1¼hp De Dion-engined prototype. By 1904 Renault was building its own engines - large-capacity fours at first, followed by the AX twin - and in 1908 introduced its first six-cylinder model despite Louis Renault's aversion to such complication. Sixes were an established feature of the Renault range by the 1920s, and in 1927 the company introduced an all-new, small-capacity (1½-litre) variant: the Monasix. The most spacious saloon in its class, the Monasix soon became the preferred car of the Parisian taxicab trade. Production continued until 1932, though the green-painted Monasix taxis remained a familiar sight in Paris well into the 1960s. This right-hand drive Renault Monasix carries cabriolet coachwork attributed to the little-known coachbuilder Mauguy of Paris. Believed an older restoration, the car is finished in blue with blue/grey cloth interior, and is described by the vendor as in generally good condition. An original handbook is included in the sale.

**£10,000 - 12,000**  
**€12,000 - 14,000**



411

### 1986 MERCEDES-BENZ 300 SL CONVERTIBLE

Registration no. C88XWD  
Chassis no. WDB1070412A047079

Mercedes-Benz revived one of its most famous model designations of all time when it introduced the new 300 SL in 1985. The 300 SL came with a single-overhead-camshaft engine that produced 188bhp; the main engine gains over the superseded smaller motor being a useful increase in torque and a marked reduction in fuel consumption. Top speed is around 130mph. The car was the Mercedes 'flagship' model of the time and was fitted as standard with all the latest 'modern' equipment such as electric windows, buzzer alert for lights left on when the doors are opened, reeled safety belt and so on. This 300 SL Convertible is finished in white/blue with black/blue leather/cloth interior and has the automatic transmission option. It also enjoys the benefit of a professionally installed alarm/immobiliser (receipt available). The car has had only three owners and comes with Mercedes-Benz service history, including the service booklet, which is stamped from new, with mileage recorded. The June 2016, the Mercedes-Benz service indicated that there were no scratches, paintwork chips, rust, corrosion, or general faults. Kept garaged under a fitted cover, the car currently displays at total of only 49,750 miles on the odometer and is described by the private vendor as in very good condition throughout. This low-mileage Mercedes-Benz soft-top, with the original hard top in blue is offered with an original owner's manual, Blaupunkt radio instruction manual, MoT to June 2017, V5C Registration Certificates showing each of the three owners, and a quantity of expired MoTs confirming the mileage.

£18,000 - 25,000

€21,000 - 29,000



412

### 1964 WOLSELEY 1500 SALOON

Registration no. CNO 595B  
Chassis no. W-HS2-23123

Introduced in 1957, the Wolseley 1500 (and its Riley 1.5 sister car) married the Morris Minor floor pan to a rather more conservatively styled superstructure featuring the marque's traditional front grille. The Minor's torsion bar independent front suspension and rack-and-pinion steering made for good ride and handling, while the 1,489cc 'B'-Series engine endowed the twin-carburettor Riley with respectable 85mph performance. As befitted a product of one of BMC's most prestigious marques, the Wolseley 1500 came with a well-equipped interior boasting leather upholstery and plentiful wood veneer trim. The last of the Wolseleys with anything like its own individual character, albeit one shared with the Riley, the 1500 remained in production until 1965, by which time over 93,000 had been made. Finished in two-tone grey with dark green trim, this Wolseley 1500 has been in storage most of this year and is described as in generally sound condition, albeit improvable. Accompanying MoTs, the most recent of which expired in June 2016, show minimal use over the last four years. The recorded mileage of circa 89,000 miles is believed genuine. We are advised that the Wolseley drives well, showing good oil pressure, and has a positive gearbox. The interior is good, having benefited from a re-trim. Accompanying paperwork includes a V5C, earlier logbook, bills for repairs and servicing, workshop manual, and a copy of the original 1964 purchase receipt from Kennings.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



413

NO LOT

**1934 LAGONDA 16/80HP SALOON**

Registration no. AEL 399

Chassis no. S 11040

- One of circa 260 Crossley-powered 2-Litre models
- Rare saloon survivor
- Restored in 1996
- Well known to the Lagonda Club



Produced from October 1932 until the end of 1934, the 16/80 was the final incarnation of Lagonda's 2-Litre model, and was powered by a considerably more powerful six-cylinder Crossley engine instead of the preceding model's Lagonda four. It is estimated that some 260 cars were made, approximately half of which were saloons. The survival rate of saloons is poor, many having been converted to tourers over the years, and they are now quite rare.

The car offered here has the advantage of being fitted with an ENV pre-selector gearbox, which was overhauled in 2002, while the 'pillar-less' coachwork (licensed from the Silent Travel company) is Lagonda's own. The swivelling 'ships ventilators' ahead of the windscreen are original, as evidenced by a photograph on file of the car with its original owner. Another unusual feature is the windscreen wipers mounted below the windscreen (usually they would be above it).

'AEL 399' is a particularly fine example of the 16/80 and well known to the Lagonda Club. Apart from time the car spent in Holland, its history is known from new, and the comprehensive file even includes the original sales invoice showing that the first owner was Louis Phillips, a well-known bookmaker in the Bournemouth and Southampton areas. On his death in 1954, the car passed to his brother.

In 1963 it was exported to Holland (documentation on file) and in 1987 was brought back to the UK by David Ayre, who sold it to David Hine, President of the Lagonda Club, in 1989.

David Hine undertook a comprehensive restoration, which included a new ash frame, following which 'AEL 399' was chosen by the Worshipful Company of Coachmakers and Coach Harness Makers to be part of their celebration of the Centenary of the British Motor Industry in 1996. In May of that year it was bought by Mr J Tranter, who lived a few miles from Gretna Green and used it for weddings.

In 2008, the Lagonda passed to Philip Neate in Poole. It was purchased by the present owner in March 2011, since when extensive work has been undertaken on the engine, including rebuilding the cylinder head and fitting new pistons, steel con-rods and shell bearings.

The history file contains a photographic record of the rebuild; numerous receipts/invoices showing the work undertaken; and correspondence between the last two owners and the original owner's granddaughter. Also included are a handbook and a quantity of old tax discs and MoT certificates indicating that the car has covered some 19,000 miles since the 1996 rebuild.

**£35,000 - 40,000**

**€42,000 - 48,000**

415

## 1930 HOTCHKISS AM2 CHANTILLY SALOON

Registration no. SV 7647

Chassis no. AM222814

- *Delivered new to France*
- *Two owners from new*
- *Right-hand drive*
- *Restored in 2005*
- *Extensively toured*



This Hotchkiss AM2 was built on the long-wheelbase chassis and bodied by the factory with their own Chantilly saloon coachwork, which features six windows and seven seats, including two occasional seats in the rear. The first owner was a cattle broker who used the car to drive the 350-mile round trip from his home in Laval to Paris; he also toured Belgium and the South of France in the Hotchkiss. When he gave up driving in 1956, the car was put in a barn on his daughter's farm where it remained until purchased in 1988 by the present (second) owner, whose wife was a childhood friend of the original owner's daughter.

A trained engineer, the current owner has very sensitively refurbished the car over the years. He has fully reconditioned the engine, gearbox, and rear axle, including the differential, and also fitted heavy-duty half-shafts. The car has also been upgraded with improvements recognised by the British Hotchkiss Society such as a Hotchkiss AM80 water pump; a heavy-duty head gasket with larger holes giving improved cooling to the rearmost cylinder; and a bypass oil filter with an extra feed to the timing gears. As a result, the engine sounds healthy and pulls well, while the transmission is quiet and smooth.

The car has been professionally re-sprayed in its original Burgundy and black livery by Sean Watson of Middle Wallop, who has also painted cars for actor and car collector, Rowan Atkinson. The interior trim, which is really lovely and period-typical, is original apart from the front seats and door panels, which have been re-covered with a silk-mix fabric woven specially to correct specification on a Jacquard loom. The front seats were re-sprung at the same time. The original rubber front floor mats, with Hotchkiss logo, have been retained.

As a result of all this painstaking work, the car (affectionately known as Pepé after its first owner) is in generally very good condition and lovely to drive. We are advised that it is surprisingly lively, despite the formal coachwork, having a fair turn of speed with steering, handling, and braking to match.

The present owner and his wife have toured the car extensively on British Hotchkiss Society events throughout Continental Europe and the UK. It has also been used for the weddings of family members and friends, including that of the original owner's grandson in Normandy in 1999.

**£12,000 - 15,000**

**€14,000 - 18,000**

416

## 1929 HOTCHKISS AM2 TOURER REPLICA

Registration no. BF 7189

Chassis no. 15212

- Original AM2 chassis and running gear
- Replica Gurney Nutting style body
- Restored over a seven-year period
- Completed in 2016



A slump in demand for the products of its Saint-Denis munitions factory prompted Hotchkiss to diversify into motor manufacture in the early 1900s. The company was already a major supplier of components to the automobile industry, and right from the start the famous 'Hotchkiss Drive' (by live axle and open propeller shaft) was a feature of its cars, the first of which was a brace of sidevalve 'T-head' fours with engines of 4.6 and 7.4-litres capacity respectively. The range expanded to encompass six-cylinder models, and although large upmarket types continued to be catalogued, the trend towards smaller-engined cars had become firmly established by the start of WWI. However, after the War's end Hotchkiss concentrated on developing the 4-litre AF, and it was not until 1923 that a smaller, medium-size car with broader appeal was introduced: the 2.4-litre, 12hp AM. Equipped with Hotchkiss drive, naturally, the AM featured a four-cylinder sidevalve engine in unit with the four-speed gearbox, together with four-wheel brakes and wire-spoked wheels.

Moderately priced and capable of 70mph, the AM constituted the bulk of Hotchkiss production during the late 1920s. In 1926 a more powerful and faster overhead-valve AM2 version was introduced. The AM2 abandoned the Hotchkiss Drive in favour of torque tube transmission, and continued in production until 1932.

This Hotchkiss AM2 was purchased as a rolling chassis from René Barke in Normandy in 2008 and brought back to the owner's home in the UK. The chassis was then stripped completely, and the engine, gearbox, torque tube, rear axle, and running gear totally rebuilt. The vendor is a trained engineer and member of the British Hotchkiss Society, so well qualified for such an undertaking. A photographic record of the restoration is on file.

The open tourer coachwork has been copied from the Gurney Nutting body on the vendor's Hotchkiss AM80. It is constructed on a framework of French ash panelled with 2mm birch WBP plywood (as used on the De Havilland Mosquito fighter-bomber of WW2). Trevor Norris applied the body's British Racing Green fabric covering, and also upholstered the interior in beige leather.

The engine has been fully rebuilt, incorporating a re-ground crankshaft, new white-metalled bearings, re-bored cylinders, new pistons, machined cylinder head, new valves, etc. It has also been fitted with a modern full-flow oil filter with an extra feed to the timing gears. Following some seven years of painstaking work, the rebuilt Hotchkiss had its first major outing in March 2016.

£15,000 - 18,000

£18,000 - 22,000

417

## 1913 AC 10HP LIGHT CAR

Registration no. BF 7794

Chassis no. 4383

- AC's first four-wheel model
- One of a tiny handful of survivors
- Single family ownership for nearly 100 years
- Recently re-commissioned



AC's reputation was built on the Auto Carrier three-wheel vans and the Sociable tri-car, which were produced from the early 1900s, but the 10hp light car introduced in 1913 was the first four-wheeled vehicle built by the company. It was advertised as *'The Elite of Light Cars'* and used a French Fivet engine driving via a three-speed gearbox integral with the rear axle. This 1913 example is one of only three or four survivors, and is believed to be the only one in the UK. The definitive marque history, *'AC and Cobra'* by John McLellan states: *'there is considerable disparity about how many were built but it is likely to have been dozens rather than hundreds'*.

This example was owned by one family in New Zealand for nearly 100 years until its shipment to UK in 2015, since when it has been re-commissioned and registered. It is in generally excellent condition, and although restored appears to be very correct and original. The hood, side screens, and hood bag are very nicely made and seem to be virtually unused.

The car is said to start easily and run very well. The 1,097cc four-cylinder engine is very responsive, and the AC has a lively feel unusual in an Edwardian light car. The rear transaxle is known to have been rebuilt in New Zealand, and the gear change is delightful and the transmission quiet. There is a disc-type transmission brake, with the foot brake operating on the rear hubs; the braking is rather better than one would expect from a car of this era.

This rare early AC is offered with a history file including sundry invoices and photographs; a VCC events passport; a current V5C registration document; and extracts from the New Zealand *'Beaded Wheels'* magazine in which the AC's restoration is featured.

**£25,000 - 28,000**

**€30,000 - 33,000**

418

## 1933 DODGE SIX CONVERTIBLE

Registration no. 886 UYL

Chassis no. TO 17215

- *Left-hand drive*
- *Previously in a Danish private collection*
- *3.3-litre engine*
- *Brakes and gearbox overhauled*



Engine and transmission suppliers to Ransom Eli Olds and then Henry Ford, the Dodge brothers - John and Horace - diversified into automobile manufacture in 1914. Featuring a 35hp four-cylinder engine, welded all-steel body and 12-volt electrical system, the first Dodge was a robust, 'right-first-time' design that changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. Dodge was second only to Ford in the US in 1920, but in that year both brothers died and the firm went into decline, falling to 13th place in the US industry rankings by 1928 when it was acquired by Walter P Chrysler. The latter wanted a cheaper car to complement his more upmarket Chryslers, and after only a year under his control Dodge had risen to 5th place in the manufacturing league table.

Dodge occupied the middle ground within the Chrysler Corporation, positioned, together with De Soto, between the parent company's offerings at the top of the market and the high-volume Plymouth at the bottom.

Dodge offered six-cylinder cars only for the next few years and then introduced its first 'eight' on the 1930 line-up, by which time the company had ceased to be known as 'Dodge Brothers', becoming simply 'Dodge'. It was back to sixes only from 1934 until the USA's entry into WW2 in 1942, when the American automobile industry redirected its efforts towards military production.

This Dodge Six formed part of a private collection in Denmark for many years before coming to the UK, though its first owner in this country did not register it here. The car was purchased by the current vendor in 2014 and registered in 2015; related documents are in the history file, which also contains invoices for overhauling the brakes and gearbox, and for general refurbishment. '886 UYL' has covered some 20-or-so miles since acquisition, and is only being sold because of a lack of space to store it. Offered with current MoT and a V5C registration Certificate, this powerful Dodge convertible is an ideal entry into events for pre-war classics.

**£18,000 - 24,000**

**€22,000 - 29,000**

**No Reserve**



419

## 1923 ROLLS-ROYCE 20HP DOCTOR'S COUPÉ WITH DICKEY

Coachwork by James Young

Registration no. KN 8893

Chassis no. GA74

- *Distinctive James Young coachwork*
- *Restored in stages, commencing in the late 1980s*
- *Restoration invoices on file*
- *Used sparingly since completion in 2010*



Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and a 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The 'Twenty's introduction of enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Most of the great British coachbuilding firms offered designs, many of them unique, on the 20hp chassis, the doctor's-coupé-with-dickey-seat body on 'GA74' being the work of James Young.

One of the handful of British coachbuilding firms still active after WW2, the Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by Jack Barclay in 1937.

This Rolls-Royce 'Twenty' comes with copy chassis cards showing that it was sold new to Hestercombe Motor Garage in Fulham, West London and first owned by W A Tanner Esq, whose address is given as 'C/O Westminster Bank, 90 High Street, Wimbledon Common SW19', followed by 'The Grand Hotel, Jersey'.

Only one other owner is listed: Don Fox, from 12th December 1947. During the late 1980s and 1990s, the car was restored by Wildae Restorations Ltd for well known Rolls-Royce collector John Donner, there being related invoices on file totalling circa £40,000. In 1998, the car was purchased from Donner at auction by the vendor as an unfinished project: a rolling chassis with body still to finish and detail work required. The restoration was then completed by Michael Pierce, as evidenced by accompanying bills dating from the early 2000s, totalling circa £15,000. The convertible hood was constructed by Penny Vintage Carriage bodies (cost £1,500) and there are many other invoices on file including some for parts supplied by marque specialists Ristes Motors.

**£35,000 - 45,000**

**€42,000 - 54,000**

420

## 1909 LITTLE BRITON COACHWORK BY BRITON

Registration no. IT 442

Chassis no. HH

- *Oldest of five remaining twin-cylinder Britons*
- *Delivered new to Ireland*
- *Barn stored for 40 years*
- *Sympathetically re-commissioned*



This ultra-rare Edwardian reappeared in 2015 for the first time in 40 years. It was manufactured by The Briton Motor Company, which had taken over Star's smaller and cheaper models in 1909. In receivership in 1922, Briton was purchased by Charles A Weight, but ceased trading in 1928. Dated by the Veteran Car Club as built in 1909, chassis number 'HH 47' is the oldest of the five remaining twin-cylinder Britons. The car was delivered new to Ireland where it was actively rallied by one T R Hinds throughout the 1950s. In the 1960s the car was sold to Charles Weight Junior and used in promotional films. By the early 1970s, the Briton had passed to Andrew Wills; it was displayed in his Wessex Machinery Museum at Barton Stacey, Winchester and occasionally trailed to shows. When the museum's contents were auctioned in May 1976, the Briton was among the handful of cars not included; it would remain in barn storage until its acquisition by the current vendor in 2015.

Found to be virtually complete and very original, the Briton has been treated to a comprehensive re-commissioning, which deliberately avoided over restoration in the interests of preserving the car's patina of age. Works carried out include removing the body from the chassis and repainting both; overhauling the magneto; repairing the fuel tank; flushing the radiator; feeding the leather upholstery; repairing and re-plating the headlights; and having a new mohair hood made. The engine, gearbox, and differential were all dismantled, checked, re-assembled and refilled with oil, there being little wear evident. Remarkably, the wheels were found to be in perfect condition, there being no woodworm in them or in the body's ash frame. Accompanying paperwork consists of a copy of the VCC dating certificate and a V5 registration document. A full account of this Briton's history and restoration, written by motoring historian Michael Ware, is scheduled for publication in a forthcoming edition of *The Automobile*.

**£16,000 - 20,000**

**€19,000 - 24,000**

421

## 1976 PORSCHE 911 2.7-LITRE TARGA COUPÉ

Registration no. EHJ 271P

Chassis no. 9116310919

- *Cosmetic restoration in 2015/2016*
- *Restoration photographs and bills available*
- *Porsche Certificate of Authenticity*



In 1966, two years after the original 911 coupé's introduction, a convertible version was announced; this was the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowed in the boot. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

In 1974 all 911 variants received the 2.7-litre engine, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

A right-hand drive model equipped with a 5 speed manual gearbox; originally supplied as a semi-automatic Sportomatic variant, this 911 Targa is offered fresh from a cosmetic restoration that commenced in 2015, and comes with over 100 photographs documenting the works carried out. The latter included a refurbished interior with custom made Porsche covers, new carpets, and new seats at a cost of £1,944 (invoice on file).

The car was serviced in March/April 2016 and although the car benefits from an MoT to July 2017 with no advisories and presents and drives well, the vendor advises that he believes that it will soon require some attention on one side of the engine to the common issue of cylinder head stud wear/replacement. Finished in classic Guards Red, it comes with an extensive history file containing a quantity of expired MoT certificates, Porsche Certificate of Authenticity, sundry restoration invoices, and a V5C registration document. It should be noted that the previous Irish registration was changed to 'EHJ 271P' in 2016.

**£25,000 - 30,000**

**€29,000 - 35,000**

**No Reserve**

422

## 1959 ASTON MARTIN DB4 SERIES 1 PROJECT

Registration no. ACD 964Y

Chassis no. DB4/174/R

- *The 78th DB4 produced*
- *1 of only 149 Series 1 examples*
- *Dry stored for the last 30 years*
- *Offered for restoration*





*'When the products which are raced bear such a close resemblance to those which can be bought by the public, as do those of Aston Martin, only the most biased can deny the value of racing in improving the breed. It should be no surprise (that the DB4) should be based on an engine which first appeared in experimental form in some of last year's races.'* - *The Autocar*, 3rd October 1958

At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine designed by W O Bentley. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin.' The 3.7-litre, six-cylinder power unit was the work of Tadek Marek and had first been seen at Le Mans the previous year in the works DBR2 sports-racer.

Chassis number '178/R' is the 78th DB4 made, and left the factory fitted with engine number '370/199'. Its accompanying copy guarantee form states that the original purchaser was Mr B Carlaw of Messrs Carlaw (Cars) Ltd, Glasgow. Originally registered 'G 25', the car was delivered finished in Elusive Blue with red Connolly hide interior trim.

'178/R' had lost its original power unit and been fitted with a Jaguar engine by the time it was acquired by the previous owner, Denton Gilbert, in July 1983. Ian H Moss fitted a replacement DB4 engine in December 1985 (invoice on file) and the car has seen virtually no use since then. In 1986 the DB4 was acquired as a going concern by the current vendor, who started restoring the suspension and brakes using parts sourced from Aston Service Dorset. The project stalled when the owner went to work overseas, and the car has been kept in dry storage for the last 30 years. Offered for restoration and sold strictly as viewed, this early DB4 comes with a V5 registration document and the aforementioned invoice and guarantee form.

**£150,000 - 180,000**  
**€180,000 - 210,000**

423

## 1959 JAGUAR XK150S 3.4-LITRE COUPÉ PROJECT

Registration no. 62 HJH  
Chassis no. T824980DN

- One of 42 right-hand drive XK150S 3.4-litre FHCs
- Sold new in the UK
- Jaguar Heritage Trust Certificate
- Offered for restoration



*'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.

A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. 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; at last 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 automatic transmission were options.

This particular car is one of only 42 right-hand drive XK150S 3.4-litre fixed-head coupés made and was sold new in the UK via W M Couper Ltd of St Albans. Originally finished in Ferrari Red with black interior, the car was first owned by one Nicholas Daniel and was registered in Hertfordshire as '62 HJH'. The engine currently fitted is not the original, but the original engine block is included in the sale and the car also comes with a set of triple SU carburettors. Presented in 'barn find' condition, requiring full restoration, the car is offered with a Jaguar Heritage Trust Production Record Trace Certificate and is sold strictly as viewed.

**£35,000 - 45,000**  
**€42,000 - 54,000**

424

## 1950 RILEY RMC 2½-LITRE ROADSTER

Registration no. to be advised

Chassis no. 59554860

- One of 507 made
- Imported from Australia
- No rust issues
- One of the last 'old school' Rileys



*'As a whole, this car gives the strongest possible impression, always associated with the Riley marque, of efficient design in the first instance, and honest workmanship and construction. With its high performance, its useful seating capacity and its quite exceptional luggage space, it should have an especial appeal to those overseas who want a car of character capable of covering big distances fast and tirelessly... more particularly, of course, in countries where the weather remains settled for long periods.'*  
- Autocar on the Riley RMC.

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent by the decade's end and was part of the Nuffield Organisation. Rileys of the immediate post-war years were, nevertheless, recognisably products of the 'old firm'. Most popular of these was the 1½-litre RMA sports saloon, which came with torsion bar independent front suspension, rack-and-pinion steering, Girling hydro-mechanical brakes, four-speed synchromesh gearbox and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise.

Further up the range there was the 2½-litre RMB (identical to the 1½-litre model from the windscreen backwards) which used the pre-war Big Four's 90bhp engine in a lengthened RMA chassis. Built at Coventry and introduced in 1946, the RMB was blessed with 100bhp from 1948 (at which time production was shifted to the MG works at Abingdon) and in this form was good for a top speed of around 95mph. Roadster RMC and drophead coupé RMD versions were manufactured between 1948 and 1951 before the surviving Riley 2½-Litre saloon model was face-lifted in 1½-Litre RME fashion, becoming the RMF. A total of 507 RMCs and 502 RMDs had been completed by the time production of soft-top RMs ceased.

A recent import from Australia, this RMC roadster is said to have no rust issues and has never needed any welding. The car is finished in blue and has a matching leather interior of good quality and a mohair hood. Described as in generally very good condition, running and driving well, this desirable 'old school' Riley soft-top comes with a NOVA declaration and is expected to be UK registered by time of sale.

**£27,000 - 32,000**  
**€32,000 - 38,000**

425

*The Earls Court Motor Show Car*

**1970 MORGAN PLUS 8 SPORTS ROADSTER**

Registration no. VOL 534J

Chassis no. R7285

- *Matching chassis, engine, and registration numbers*
- *Exported new to the USA*
- *Re-imported in 1999*







Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminium 3.5-litre V8, thus creating a car that combined Vintage-era charm with Cobra-like 'grunt': the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss four-speed gearbox was retained also. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per month and continues to this day, although now with BMW power. While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-litre form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

This matching numbers Plus 8 was built in October 1970 for that year's Earls Court Motor Show. It was finished in Brilliant Green - a typically 1970s colour - with black Ambla interior, and was fitted by the factory with the dual exhaust system (not standardised until 1971). Featured in many Morgan advertisements, including in *The Autocar*, 'VOL 534J' was despatched after the Motor Show to Allon White & Son in Cranfield, Bedfordshire, and in June 1971 was sold to a Mr A R Lott of Salt Lake City, Utah, USA.

The car's subsequent history is unknown until its re-appearance in the UK in 1999 carrying a Wyoming licence plate. On its return, the car was allocated an age-related registration, 'HGC 669J'. However, as the Morgan factory build sheet (copy on file) recorded the original number, this was subsequently reclaimed from the DVLA. Since its return the Morgan has been owned by Dr Linda Fitzgerald of London (from 2000) followed by Mr Robert Jefferies of Harrow (from 2002). The current enthusiast vendor acquired the car in 2010. That same year the Plus 8 was featured in *Classic Car Weekly* (August edition).

The car still retains its original Rover V8 engine (10.5: compression ratio, 168bhp), Moss four-speed gearbox, and limited-slip differential, while the interior, which had been changed to tan, was re-trimmed in black leather in 2013. A new exhaust was fitted in 2006, and new brake callipers in 2015. Presented in generally very good condition, this ex-Motor Show Plus 8 is offered with sundry bills, a V5C document, MoT to May 2017, and a quantity of expired MoTs dating back to 2000.

**£40,000 - 50,000**  
**€48,000 - 60,000**

**1936 CORD SPORTSMAN 812 SUPERCHARGED**

Registration no. SRU 407R

Chassis no. 32226F

- *One of the most iconic American cars of the 1930s*
- *Rare and desirable supercharged variant*
- *Left-hand drive*
- *Pre-selector transmission*
- *Present ownership for 39 years*



One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings, and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the latter in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, a chassis layout then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

A front-wheel-drive car like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged.

The Cord was re-designated '812' for 1937 when custom sedans on a longer wheelbase joined the four-model range, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well. At the close, a little fewer than 3,000 810/812s had been made.



This example of a car widely recognised as one of the top ten automotive designs of all time represents the model in its ultimate 812 supercharged configuration. Chassis number '32226F' is listed in Ron Irwin's authoritative work, *'Master Cord List'* as a 1937 model built towards the end of 1936. The lady vendor's late husband purchased the Cord in the USA in 1977 and had it shipped to the family home in the UK. As the family was living abroad at that time, only returning for the summer holidays, the Cord's use was restricted mainly to Sunday outings and excursions.

Maintained by the same garage for over 20 years, the car has been kept on display for the last decade and seldom used. Recently re-commissioned, it is now running and driving well. Rare and exclusive, this sublime Cord 812 is offered with a V5 registration document and sundry invoices relating to its long-term ongoing restoration.

**£70,000 - 100,000**  
**€60,000 - 84,000**



## 1935 FRAZER NASH TT REPLICA COACHWORK BY FRANK HIGGINS, CUMBRIA

Registration no. HTU 255

Chassis no. 9371022

- *Powerful pre-war BMW six-cylinder engine*
- *Restored in the 1990s*
- *Extensively campaigned in VSCC events*



The Frazer Nash was the direct descendant of the GN cycle car, a twin-cylinder, chain driven vehicle produced until 1922 by the partnership of Captain Archie Frazer-Nash and H R Godfrey. Archie Frazer-Nash then formed a new company and in 1924 the first Frazer Nash appeared. In 1928 Captain Frazer-Nash left the company, which then came under the control of H J and W H Aldington. Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war 'chain gang' models. Of these, 85 had the most popular TT Replica style of bodywork, which was offered between March 1932 and 1939. The TT Replica was based on the cars that contested the 1931 Tourist Trophy Race, though none of the three cars entered actually finished the event. In 1932 the cars fared better, one finishing 2nd in class.

Frazer Nash used a number of different proprietary engines, the TT Replica being fitted with the 1½-litre, four-cylinder, overhead-valve Meadows engine; the 1,660cc six-cylinder, twin-overhead-camshaft Blackburne engine; and the 1½-litre, four-cylinder, single-overhead-camshaft Gough engine. However, it should be noted that the factory undertook the manufacture of individual cars to order and various combinations of engine and chassis were produced.

Although the chain drive is highly unusual, for a motor car of the period, a chain is more efficient than almost any other form of power transmission and the Frazer Nash system was one of the best. References at the time to 'smoking or red-hot chains lying on the road' after the rare breakage were mistaken. The reason they were handled with care was because they were dirty, and many chains lasted over 40,000 miles. With their unique form of drive, Frazer Nashes oversteered dramatically under power and it was said at the time that 'Frazer Nashes never go round corners, they merely change direction.'

While the TT Replica was sold as an all-round performer, it did not achieve significant success in major circuit races. The model's record in the International Alpine Trials of 1932, 1933 and 1934 is, however, outstanding and equalled by few makes, no doubt due in part to its ability to negotiate the tight Alpine passes under full power. In the 1932 event two cars were entered and lost no marks, while in 1933 a TT Replica was the only car entered not to lose marks. In 1934, four of the team of six cars were un-penalised.



'HTU 255' is believed to incorporate an original Frazer Nash/GN chassis, as per the VSCC 'Buff Form' dated March 2016. The car is registered with the DVLA as a 1946 GN, presumably registered immediately after WW2. Its history is not known until Len Hodgson sold the chassis in 1980 to Frazer Nash enthusiast Jan Burlinski, who built up the car with an original Frazer Nash front axle, bevel box, and rear axle, and a Meadows engine.

Bodied by Frank Higgins and painted blue, 'HTU 255' was used in VSCC competitions and the Nash Section's 'Bolzano Raid' in 1989. Mr Burlinski then removed the Meadows engine and sold the car to historic racer Geraint Owen, who installed the six-cylinder engine from a BMW 315. This engine has been bored out to 1,971 cc and fitted with a modern spin-off oil filter. The car was then restored again and repainted black. For safety reasons, a new 'Club' front axle was installed (original retained) and new suspension springs and wheels fitted.

The Frazer Nash was then actively campaigned again in VSCC competitions, being raced by both Geraint Owen and his wife, Charlotte. Having successfully completed the 2009 'Bolzano Raid', the car was sold to Richard Myers of York, who used it sparingly for some two years before selling it to the enthusiast vendor in 2011. While in his ownership, 'HTU 255' has competed at Silverstone, driven by the vendor's son and daughter. In addition to general servicing, works carried out during the last five years include carpeting the interior, rebuilding the starter motor, relining the brakes, and fitting new Blockley tyres. The car has also been set up and rolling-road tuned by Ian Nuthall Racing.

Offered with the aforementioned 'Buff Form' (Special), sundry invoices, and a V5C Registration Certificate, 'HTU 255' is ready to enjoy and is only offered for sale due to a lack of use.

**£100,000 - 150,000**  
**€120,000 - 180,000**

## 1919 CLEMENT TALBOT ALLWEATHER TOURER 45W COACHWORK BY SALMONS & SON OF LONDON

Registration no. CE 6486

Chassis no. SW10206

- One of the fastest sporting cars of its era
- One of a handful of running-order survivors
- Professionally restored in the 1990s
- Concours winner



Talbot's powerful and sporting 25/50hp model was designed by George W A Brown (later of Coventry Premier), working under Talbot Chief Designer, Mills and, like the Pomeroy-designed Prince Henry Vauxhall, its sidevalve engine gave little outward indication of its startling potential. This potential was manifest in November 1912 when English racing driver Percy Lambert, driving a streamlined 25/50hp Talbot, recorded the fastest lap for which a Brooklands Certificate had ever been issued. At 109.43mph, the 25/50hp Talbot had exceeded all expectations, taking also the Class F record at 113.28mph for the half mile and 111.73mph for the mile. Little surprise therefore that the Talbot marque, marketed by Clement Talbot Ltd of Barby Road, North Kensington, London, was advertised as 'The Invincible Talbot'.

Few comparable cars of the era could even get close to the 120bhp developed at 3,000rpm by the 4½-litre engine, the Talbot ranking alongside the likes of the Prince Henry Vauxhall and the Alfonso Hispano-Suiza, both as a fast touring and sporting car.

Clement Talbot factory records confirm that this car was ordered by Messrs King & Harpers Garage of Cambridge on 11th April 1919, and was delivered to them during March 1920. Its subsequent pre-war history is not documented. VSCC past-President Barry Clark discovered the car at a garage in Byfleet in the late 1950s, by then fitted out with a crane and in use as a breakdown truck. It was reputed to have belonged to 'Bentley Boy', Woolf Barnato, and used in connection with his successful racing exploits.

A Talbot aficionado, Barry Clark acquired the vehicle, removed the crane and truck body, and located the magnificent all-weather tourer body by Salmons, which was found to fit the chassis perfectly. The car was duly campaigned in the more rigorous VSCC events by a number of the Club's well-known personalities, although it was clearly worthy of more special attention.

In 1987, 'CE 6486' was bought by the immediately preceding owner and was to receive the special attention it deserved. A complete strip-down revealed that everything that could be worn out, was. Restoration was entrusted to noted Worcestershire restorers Jim and Bruce Young, with the brief that no stone would remain unturned.



The engine was entrusted to Trevor Hawkes of Evesham with a similar brief. The result is testimony to the restorers' skills and substantial expenditure by the preceding owner to ensure that the Talbot would meet his demands for a fine and powerful touring car with bullet-proof reliability. The Salmons coachwork is superbly liveried in blue over maroon, and the chassis detail finished in maroon. All brightwork was refinished as appropriate, the coachwork furnishings re-trimmed in red leather, and new red carpets fitted. All weather equipment was replaced as necessary and a most practical tonneau cover fitted. The all-weather touter coachwork provides fully open or exceptionally snug closed comfort so necessary in the British climate. The car is equipped with Duco lighting by Brown Bros Ltd of London, the indicators incorporated in the side lights and separate flashing units at the rear being relatively minor concessions to modern motoring.

Although the original Autovac is in place, fuel is delivered by twin electric pumps. The dashboard retains a magnificent array of period instruments, and the car is equipped with twin side-mounted spare wheels.

Following the culmination of its long and meticulous restoration (from 1993 to 1996), the Talbot has on occasion been shown on Concours d'Élégance lawns, achieving the 'Best Car of the Show' award at the VSCC 65th Anniversary gathering at Malvern in 1999 and, in 2001, winning awards for best restoration and best under-bonnet condition at the Sunbeam Talbot Darracq Register National Rally. Since completion of the restoration the car has covered a little in excess of 5,000 miles.

Purchased by the current vendor in September 2008, the Talbot has not been used on public roads since then but has been kept jacked up to keep it in shape, while the engine has been started regularly. We are advised that it runs and drives well, although the clutch is noisy. Here is a rare car (one of just a handful in running order known) of outstanding quality from a leading British manufacturer of the day, well capable of keeping reasonable pace with modern traffic and yet having that quintessentially early-Vintage charm. It is offered with an old-style logbook, V5 registration document, and current MoT.

**£50,000 - 70,000**

**€60,000 - 84,000**

429

## 1913 CHALMERS MODEL 17 36HP FIVE PASSENGER TOURER

Registration no. BF 4349

Chassis no. 31215

- *Highly original*
- *Four Cylinder Powerful Veteran*
- *Smartly finished & upholstered*
- *Regular VCC Competitor*



Built in Detroit, Michigan, the Model 17 Chalmers was one of three models marketed by the company in 1913. Hugh Chalmers had moved from cash register manufacture to commence motor car manufacture in 1908. Chalmers aimed for the middle market, carefully avoiding taking on the might of the Ford empire, and led the way in this market with its high build quality. Production of Chalmers cars continued until the early 1920s when the company was badly hit by the recession following World War I and the company, by then in a parlous state, was taken over by one Walter Percy Chrysler

This highly original four cylinder Model 17 was imported from America as a non-runner in 2005 by veteran car connoisseur and VCC stalwart Peter Young who had recognised its potential as a practical and powerful touring car. He embarked upon a mechanical restoration taking care not to compromise the car's remarkable originality. Work carried out included replacing the fuel tank and air receiver/Kellogs compressor, the radiator was re-cored, the dynamo overhauled and other minor repairs carried out. A list is available for inspection. The car passed to his daughter in 2007 and since then has regularly taken part in veteran car events, for several years running taking first, second and Best in Show awards at the prestigious Chertsey Agricultural Show.

It has participated reliably in VCC events and in 2013 was entered in the Classic American Auto Club of Great Britain annual rally at The Brooklands Museum, winning the trophy for the 'Best Orphan.'

The car is smartly finished in deep blue livery with black wings and maroon chassis detail. The black leather upholstery, although serviceable, will we feel respond well to careful repair and conservation. Well equipped for touring, the car is furnished with hood and two piece folding windscreen, side mounted spare rim and tyre for the practical, detachable rim, wooden wheels, running board-mounted tool box, radiator calormeter and matching rear view mirrors. The original air start fitted has not been used by the vendor. Fittings throughout are brass and lighting is by kerosene sidelamps and powerful electric headlamps. Condition generally is described, perhaps modestly, by the vendor as fair/good for age. Following a period of minimal use the clutch is currently reported as sticking.

With its 36hp four-cylinder engine and four speed gearbox this 'long-legged', comfortable five seater, Detroit-built veteran will, following gentle re-commissioning, be a most practical car for the long distance veteran motor tour. It is currently Swansea registered with a V5C registration document.

**£20,000 - 25,000**

**€24,000 - 30,000**



430

## 1934 TALBOT AW75 SPORTS SALOON COACHWORK BY DARRACQ

Registration no. BPE 291

Chassis no. 34324

- *Desirable short-chassis model*
- *Noel Rees-style coachwork*
- *Present ownership for 50-plus years*
- *Offered for restoration*



*'The 75 is a remarkably fast car from place to place, not just because it has a genuine maximum speed above 74mph, which is very good indeed, but because speeds anywhere up to 55 or even 60mph can be held pleasurably on suitable roads...' – The Autocar.*

The most successful division of the Anglo-French Sunbeam-Talbot-Darracq combine, Talbot might well have escaped take-over by Rootes in 1935 had it not been shackled to its weaker partners. The company's then 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. Developed from the highly successful 14/45, the 2.3-litre '75' offered roomy, comfortable transport at a competitive price and, 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.

Available in two wheelbase lengths (114" and 120", the latter being more expensive), the chassis was a substantial affair featuring semi-elliptic front and quarter-elliptic rear springing, and equipped with effective brakes. The Wilson pre-selector, 'self-changing' gearbox came as standard.

The car offered here carries close-coupled sports saloon coachwork by Darracq, in a style first commissioned privately by Noel Rees and later adopted by the factory on the short-chassis 75 and 105 models. 'BPE 292' was acquired by its late owner in 1963 and partially restored in the 1970s, with some of the work being done by marque specialist John Bland, after which it was used sparingly. For the last circa 30 plus years the car has been off the road due to the gearbox being stuck in gear. Well stored, this appears to be a fundamentally good and correct car with a solid body displaying good door shuts, etc and nice original trim. Departures from standard include the shock absorbers and exhaust system, and the provision of flashing indicators. The vehicle comes with a buff logbook, V5 and various sundry invoices, is offered for restoration and sold strictly as viewed.

**£10,000 - 15,000**

**€12,000 - 18,000**

## 1974 BMW 3.0 CSL COUPÉ PROJECT

Registration no. KLM 157N

Chassis no. 2285444

- *The 444th of 500 right-hand drive cars*
- *Two owners from new*
- *In storage since 1996*
- *Offered for restoration*
- *Runs and drives*



1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.

BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the 2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS coupé, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes there was the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations.

By removing the trim; using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and boot lid; and Perspex for the side windows a valuable 300lbs (136kgs) in weight was saved – 'Leicht' indeed.

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2-litres) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package, developed at Stuttgart University, which consisted of a front chin spoiler, large rear wing and various other devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus equipped, the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s, Toine Hezemans capturing the 1973 European Touring Car Championship for BMW at the wheel of a 3.0 CSL and co-driving one to a class win at Le Mans that year with Dieter Quester. Ford bounced back in 1974 but from 1975 onwards the BMW 'Batmobiles' won five consecutive European Touring Car Championships, a quite unprecedented run of success.



This original, right-hand drive BMW 3.0 CSL has had only two owners from new: the first (Mr P Arnold) from 1974 to 1982, and the current vendor from 1982 to date. There are bills of file relating to a cylinder head overhaul in 1978 and a re-spray in 1981, and the car also comes with its service booklet, stamped up to May 1975 (at 18,004 miles). Since then the odometer has been 'around the clock', the current recorded mileage of 9,667 reflecting an actual distance covered of 109,667 miles.

Last MoT'd in 1996, the BMW has been in storage for the last 20 years and is offered for restoration. Benefiting from a newly fitted fuel tank, fuel pump, fuel lines, and an exhaust system, the car runs and drives, but several body panels need replacing. It comes complete with spare wheel, (partial) tool kit, some expired MoTs and tax discs, a V5C Registration Certificate, and an original handbook and brochures.

With only some 1,300 CSLs produced between 1973 and 1975 compared to over 19,000 standard CS/CSi models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after.

**£30,000 - 40,000**

**€35,000 - 47,000**



432

## 1966 FORD MUSTANG CONVERTIBLE

Registration no. GVU 299D

Chassis no. 6R09C223611

- *Ex-California car*
- *Automatic transmission*
- *Power steering; power hood*
- *Un-restored and original*



Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options with the result that seldom are two Mustangs identical.

This particular Mustang convertible's VIN code reveals that it left Ford's plant in San Jose, California in 1966 fitted with the 289ci (4.7-litre) Challenger V8 engine, one of three alternative V8s on offer, which produced 200bhp. The car spent its life in California before coming to the UK in 2014, and is described as in un-restored condition, with 'laser straight' body retaining all of its original panels. One of few unmolested survivors, it features automatic transmission, power assisted steering, and power operated hood.

Always kept garaged and never driven in the rain, the car is described as in beautiful condition - inside, outside and underneath - with no rust anywhere. As good now as when it left the factory, this really is a 'time warp' example. The current mileage is 74,255, to which some 500 will have been added by time of sale as the car will have been driven to the UK from France. Finished in green/gold metallic with contrasting black interior, this wonderfully original Mustang Convertible is offered with a V5C Registration Certificate and current MoT.

Substantial history.

**£20,000 - 25,000**

**€24,000 - 30,000**

433

## 1963 ALFA ROMEO 2600 SPIDER

Registration no. 14 HYW

Chassis no. AR191872

- *One of 2,255 produced*
- *Rare right-hand drive example*
- *Extensively restored and well maintained*
- *Substantial history file*



Introduced by Alfa Romeo in 1962, the 106-Series 2600 range was a direct replacement for the preceding 102-Series 2000 cars. The latter's chassis and body styles were retained, with minor revisions and improvements, but in place of the old, long-stroke, 2.0-litre, four was a new, 2,584cc, twin-cam six descended from the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint coupé and Spider, which was good enough for a top speed of around 125mph. Rarest of these two high-performance variants was the Touring-bodied Spider, a total of just 2,255 being produced between 1962 and 1965. Today this rare and hitherto under-appreciated model is becoming increasingly sought after by discerning Alfisti.

Within this car's history file is a substantial amount of servicing and restoration invoices accumulated by its various owners, confirming that this rare right-hand drive example has benefited from much care and attention over the years. In addition to the expected regular maintenance and servicing, major items have been rebuilt including the engine, gearbox, suspension and brakes, with most work being undertaken between 2003 and 2008 by specialists Century Classics of Hungerford, with other works by marque specialists Benalpha of Westbury.

Other works carried out recently include replacement of the brake and clutch master cylinders, fitting of new front wheel bearings and a new battery, and engine tuning prior to MoT. The certificate issued in July of this year records the mileage as just over 16,000, although this is not believed to be the original mileage but the distance covered since the major engine and gearbox rebuilds.

Originally supplied in Alpha White, the Spider was repainted red by one of its owners at some time during the 1970s; however, in recent years it has been returned to the original white livery and superbly re-trimmed with new Rosso leather interior and grey carpets. Much of the brightwork has been replaced or re-chromed over the years, adding to the car's splendid overall appearance.

Also within the file is a photocopy of its old-style green log book showing owners prior to the issuing of the modern V5 registration document, with its last keepers having owned '14 HYW' since 2010. Without doubt one of the most attractive coachbuilt Alfa Romeos of its time.

**£58,000 - 65,000**  
**€68,000 - 77,000**

**1989 ROLLS-ROYCE CORNICHE II CONVERTIBLE**

Coachwork by Park Ward

Registration no. F288UJH

Chassis no. SCAZOOA7KCH2908

- *Coachbuilt British Motorcar*
- *A well manufactured example*
- *Rare Birdseye Maple Woodwork*
- *Low Mileage example*



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, The Late Professor Malcolm Henderson in May 2007 (at 26,541 miles) and has covered 55,500 miles in total when sold at Bonhams Beaulieu auction 2015.

New tyres were fitted in January 2010 (at 40,000 miles) last serviced in October 2013 at 51387 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) it is hoped that a new MoT will be issued by the time of sale. Swansea V5c registration document and full service record from 1989-2013 with original owners manual, wallet and two sets of keys.

**£35,000 - 45,000****€42,000 - 54,000**

435

## 1971 FORD MUSTANG CONVERTABLE

Registration no. EOG 581K

Chassis no. 1F03F10144

- *Iconic American muscle car*
- *Left-hand drive*
- *Automatic transmission*
- *Fully restored in 2012*



*'The Mustang can be tailored to be anything from a gentle in-town ladies' car to an impressive 130mph highway performer. Undoubtedly its almost infinitely variable personality is one of the car's chief attractions...'* - William S Stone, 'The Ford Mustang'.

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.

The Mustang was enlarged and restyled for 1969 and again for 1971 when the convertible model offered here was made, the latter revamp resulting in a car lower, longer and wider than before. This particular example has the 351ci (5.7-litre) 'Cleveland' V8 engine and automatic transmission combination.

Treated to a full 'ground upwards' restoration in 2012 with no expense spared, it looks as good underneath as it does on the top. Finished in high quality Rangoon Red clear-over-base paint, the car boasts an renewed black interior complete with bucket seats and centre console, while all the brightwork has either been plated, polished or replaced. Other noteworthy features include a new black convertible top and Magnum 500 chromed wheels.

The current vendor purchased the Mustang at Bonhams' Oxford Sale in December 2013 (Lot 344), since when he has made some minor cosmetic improvements and fitted a Retro Classic radio and Grant walnut three-spoke sports steering wheel. Described as in generally very good condition, the car is offered with current MoT certificate and a V5C registration document.

**£18,000 - 22,000**

**€22,000 - 26,000**

436<sup>N</sup>

## 1988 PORSCHE 911 CARRERA 3.2-LITRE TARGA COUPÉ

Registration no. not UK registered  
Chassis no. 88D 43579

- Sold new in the UK
- Manual transmission
- Registered in the Republic of Ireland



*'Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding.'* - Motor Sport magazine.

Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated Carrera RS, the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was later extended by 1,000-or-so units. Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheel arches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled six-cylinder engine's 210bhp boosted top speed to around 150mph. Not merely a styling gimmick, the Carrera's trademark 'duck's tail' spoiler made a vital contribution to high-speed stability, a virtue of increasing importance as power outputs continued to rise. The next major development saw the engine enlarged to 3.0-litres on the RSR racing version in 1974, this unit becoming standard on the road-going Carrera for 1976.

Sold new in the UK, this Carrera Targa exemplifies the original 911 concept in its final, 3.2-litre, 231bhp form, the subsequent Carrera 2/ Carrera 4 models being almost entirely new. The car was first registered in London as 'F908 OYO' and spent some 12 years of its early life in storage (the original service booklet shows annual servicing) before being imported into the Republic of Ireland in 2002 by a Porsche enthusiast. In 2007 this Carrera was featured in '911 & Porsche World' magazine, receiving a most favourable review (copy article available).

Currently displaying a total of 64,347 miles on the odometer, the car is described by the vendor as in generally very good condition, benefiting from a new exhaust and brake callipers within the last 200 miles. The Irish 'MoT' was passed in June 2016. Well cared for throughout its life, this low-mileage Carrera comes with an informative history folder and Irish registration papers.

**£28,000 - 35,000**  
**€33,000 - 42,000**



437<sup>N</sup>

## 1973 BMW 2002TII SPORTS SALOON

Registration no. not UK registered  
Chassis no. 2751413

- *Iconic BMW sports saloon*
- *Delivered new to the UK*
- *c. 28,137 miles from new*
- *Registered in the Republic of Ireland*



The foundation of BMW's post-war resurgence was the four-door 1500 saloon and its derivatives, and the company capitalised 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, and came with a 1,573cc, 85bhp version of the Munich marque's dependable, single-overhead-camshaft, four-cylinder M10 engine. Demands for increased power, not least from the firm's US importer, Max Hoffman, led to the introduction of the 2002 in 1968. BMW's director of product planning, Helmut Werner Bönsch, and Alex von Falkenhausen, the M10's designer, had already had 2-litre engines installed in their personal 1602s, and proposed to BMW that the company should build a production model along similar lines. Enter the 2002.

The larger, 1,990cc engine produced 100bhp at 5,500rpm in single-carburettor configuration and 120bhp on twin Webers when installed in the 2002TI. The latter model never made it to the UK but its successor, the 2002tii, proved a big hit when it arrived in this country in 1971.

On Kugelfischer fuel injection the 2002 tii's engine produced 130bhp, which was good for a top speed approaching 120mph, an outstanding performance and one that made the car the most exciting medium-sized sports saloon of its day. Most powerful of all the normally aspirated 2002 derivatives, the 2002tii is rightly regarded as a 'modern classic' and is much sought after today.

This right-hand drive 2002tii was first registered in the UK on 4th April 1973 and had enjoyed only two owners in this country when it was imported into the Republic of Ireland in January 2011. Since arriving in the RoI, it has had only one registered (company) owner. The previous UK registration was 'GIA 890'. Reported to drive very well, the BMW has covered a mere 28,137 miles from new and is described by the vendor as in generally very good condition. The Irish 'MoT' was passed in July 2016 and the car comes with RoI registration papers.

**£15,000 - 20,000**  
**€18,000 - 24,000**

438

## 1970 MERCEDES 280SL PAGODA

Registration no. MCY 467J  
Chassis no. 11304412020448

- *Delivered new to the USA*
- *Matching chassis and engine numbers*
- *Automatic transmission*
- *Restored in 2015*



*'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better,'* concluded Road & Track after testing a 280 SL in 1968. *'For those who value engineering finesse and high quality construction, it's alone in the field,'* enthused the highly respected American motoring magazine, while its manufacturer considered the 280 SL, *'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'*

The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.

Autocar was full of praise for the 280 SL's effortless performance: *'Those going abroad will be pleased to know that the 280 SL can sustain 100mph with ease, and still have a good bit in hand for surging up to 120mph when traffic and conditions permit. All the time the engine is smooth and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs.'*

Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This 280 SL was delivered new to the USA and by 2015 had made its way back to Europe; restored that year in Poland, it was imported into the UK in 2016. There are no bills available, but we are advised that the restoration included sand-blasting the entire body, fitting new suspension parts, and overhauling the braking system. Described by the vendor as in generally excellent condition, the car is offered with a Mercedes-Benz dating letter, current MoT certificate, and a V5C registration document.

**£80,000 - 100,000**

**€96,000 - 120,000**



439

## 2001 BENTLEY CONTINENTAL T COUPÉ

Registration no. DE51 EZK

Chassis no. ZCBZU25E82CH01503

- Supplied new in the UK
- Automatic transmission
- Circa 52,500 miles from new
- Full service history



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sportscar' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products; but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause.

Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to 6.2 seconds and boosting top speed to in excess of 150mph.

There was even more to come in the form of the Continental T. Introduced in June 1996, the latter was a short-wheelbase version of the Continental R, some 4" being taken out of the chassis aft of the doors. With 400bhp at its disposal and crouching aggressively on 18" wheels, the low-slung Continental T looked every inch the thoroughbred Bentley sports car, the cockpit with its engine-turned dashboard recalling the heroic exploits of W O's 1920s racers. The engine start button was another neat 'retro' touch.



Despite weighing as much as two Ford Mondeo 1.8s, the luxuriously appointed Continental T was certainly no slouch, racing to 60mph in a tyre-shredding 5.8 seconds on its way to a (governor limited) top speed of 156mph. Equally eye-watering was the price: £220,312 at time of launch.

Supplied by Broughton's of Cheltenham, this Bentley Continental T has had three previous owners. It was serviced by Broughton's, Jack Barclay, and Michael Powles, Norwich before being taken to the owner's house in France and maintained there by Farl DLS, St Rene. The most recent major works saw the car fitted with new tyres, brakes, and suspension springs, and given a 'Type 2' service in 2012 (parts supplied Jack Barclay, labour by Farl DLS). The stamped service booklet is on file, and the car also comes with a handbook, a binder of bills, MoT to July 2017, a V5C registration document, and two sets of keys.

**£45,000 - 55,000**

**€53,000 - 64,000**



440<sup>N</sup>

## 1956 BENTLEY S-SERIES SPORTS SALOON COACHWORK BY FREESTONE & WEBB

Registration no. not registered

Chassis no. B3 AP

- Rare coachbuilt S-Series Bentley
- One of the last cars bodied by Freestone & Webb
- First owned by Lord Cudlipp
- Restored in 2011



Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S1 is arguably the most user-friendly of all post-war Bentleys.

The last word in motoring luxury in its day, this automatic-transmission Bentley S-Series was completed with sports saloon coachwork by Freestone & Webb of North London, one of the finest of all British coachbuilders and a firm associated with quality marques from its earliest days, particularly Bentley, Rolls-Royce, and Mercedes-Benz. The firm won the prestigious Gold Medal for coachbuilding at the London Motor Show nine years running. This Bentley must be one of the very last cars that they bodied, for the company was taken over in 1955 by the Swain Group (owners of the H R Owen dealership) and within a couple of years had ceased coachbuilding.

Chassis number 'B3AP' was ordered in 1955 by Hugh Cudlipp (later Lord Cudlipp), the famous journalist, who at that time was Editorial Director of *The Daily Mirror* newspaper. Cudlipp was once quoted as saying: 'Everyone should enjoy a fine cigar and a Bentley'. The completed car was delivered to him on 4th April 1956. Only one other owner is recorded on the chassis cards: H & N Motors (Redhill) Ltd, from March 1964. The Bentley was restored in 2011 and is described by the vendor as in generally excellent condition.

£20,000 - 25,000

€24,000 - 30,000

441<sup>N</sup>

## 1928 FORD MODEL A TUDOR SEDAN

Registration no. not UK registered  
Chassis no. CA 60425

- *Manufactured in Canada*
- *Exported new to Australia*
- *Restored in the 1990s*
- *'Float-a-Motor' kit fitted*



'The gift of being able to sugar the "pill" of utility with an attractive coating has always been a notable facet of the Ford Motor Company... Ford could make a utility car still look like a "car", low purchase price often being accompanied by a lively performance and good fuel economy...' - Bruce Hudson, *British Light Cars 1930-1939*.

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its 3.3-litre four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition, and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success.

Ford priced the new Model A at just \$450 and would go on to build 4.8 million over the next four years despite the prevailing economic gloom. Ford outsold Chevrolet 2-to-1 in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

This right-hand drive Tudor (two-door) sedan was manufactured in Canada and assembled in Australia. Many years later it was discovered in a barn in South Australia, and restored in the 1990s. Finished in two-tone blue/black with grey Bedford Cord interior, the car is described as completely original, featuring Houdaille shock absorbers, a multi-plate clutch, and a right-side handbrake, while the engine has been fitted with a 'Float-a-Motor' kit for smoother running (the rear main bearing is now leak free). There are no documents with this Lot.

**£12,000 - 15,000**  
**€14,000 - 18,000**

442

*Property of a deceased's estate*

## 1930 AUSTIN SEVEN SPORTS

Registration no. TM 6701

Chassis no. B1-1010

- *Believed Gordon England coachwork*
- *Recently re-commissioned*
- *Running well and ready for use*



The introduction of the Seven light car in 1922 marked a change of direction for Austin. Faced with an economic downturn and consequent slackening of demand for the company's larger models, Sir Herbert Austin had begun planning a smaller and more affordable car in 1920, assisted by a young draughtsman employed at Austin's Longbridge factory, Stanley Edge. The company was in receivership at the time, so Herbert Austin financed the project himself, and as a result received a royalty on every car sold. Edge's design was influenced by the Peugeot Quadrilette, featuring a water-cooled four-cylinder engine, initially of 696cc but enlarged to 747cc early in 1923. Driving via a three-speed gearbox, this all-new power unit was carried in a simple A-frame chassis boasting transverse-leaf front suspension, quarter-elliptic springing at the rear, and uncoupled four-wheel brakes. Sales were disappointing at first but soon picked up, and within a few years the Seven had transformed Austin's fortunes, wiping out the British cyclecar industry in the process.

The Austin Seven chassis soon attracted the attentions of independent coachbuilders, many of whom devised sporting alternatives not offered by the factory. One such was Gordon England, who used his prior experience of aircraft manufacturing technology to design a lightweight yet rigid body that made extensive use of plywood, which was covered in fabric. Gordon England was soon supplying bodies to Austin under contract, which has to be seen as testament to their quality.

This car is bodied with two-seater sports coachwork believed to be by Gordon England. One of the late owner's favourite cars, the Seven was used regularly and taken to shows, proving very reliable. For the last couple of years it has been laid-up in storage, and has now been fully re-commissioned and test-driven. Working well and looking lovely, this very pretty little car is 'on the button' and ready for the road. Offered with a V5 registration document.

**£8,000 - 12,000**

**€9,600 - 14,000**

**No Reserve**



443

## 1929 DARRACQ M67 DROPHEAD COUPÉ

Registration no. EX3631

Chassis no. M67-71330

- *In the present ownership since 1980*
- *Rebuilt engine*
- *Used for VSCC events*



The M67 had been newly introduced for 1928, this 1929 example is powered by a 1,999cc six-cylinder overhead-valve engine which was the work of Vincenzo Bertarione and Walter Becchia, engineers recruited from FIAT's racing department, driving via a four-speed transmission. Purchased in 1980, 'RX 3631' was then rewired and used for a couple of years until it was found that the engine needed rebuilding. The block was cold stitched, bored out and re-sleeved; new pistons and valves fitted; and the bearings white-metalled. After the rebuild, the owner took the Darracq to local shows where it was always admired and often mistaken for a Bentley!

When the car had been bought from a dealer, there was a rolling chassis present that was sold to someone else. In 1988 that rolling chassis was purchased by the vendor and the cylinder head used in the rebuild of the engine in 'RX 3631'. Later on a complete engine and gearbox were bought from France. From the documents that came with the car, the reason why the two Darracqs were together became evident: the rolling chassis (registration 'UV 5867') was probably the chassis that belonged with the drophead coupé body on 'RX 3631'. The two cars came together when 'UV 5867' and its restored body were purchased by the owner of the restored chassis, 'RX 3631'. Later on, the two cars were sold and ended up in a museum, and later were acquired by the aforementioned dealer. The vendor would like the two Darracqs to stay together, and the purchaser would also get the second car (which is dismantled), the spare engine, a pair of dismantled Marchal headlights, and paperwork dating from the 1960s restorations to date.

Back on the road since 2002, the 'RX 3631' has been used to attend VSCC and various other motoring events locally. The vendor has enjoyed owning this Darracq and has had lots of fun in it, the generous accommodation being particularly appreciated when his family was young. He now feels that it is time to pass the car on. Described by the vendor as in generally good condition, this charming Vintage-era soft-top is offered with a VSCC dating certificate, old-style logbook, current MoT, and a V5 registration document. A fine example of one of the greatest of French marques.

**£14,000 - 20,000**

**€16,000 - 24,000**

443A

### 1929 DARRACQ PROJECT

Registration no. UV 5867

Dismantled M67 chassis, engine, axles, steering box, Brakes, Rods etc. Sold strictly as viewed, a rewarding project or good source of spares.

**£2,000 - 4,000**

**€2,400 - 4,700**

**No Reserve**



444

**1932 ALFA ROMEO 1750 SUPERCHARGED  
COACHWORK BY TOM BOWHILL**

Registration no. VXY 580  
Chassis no. 101014946

- *Iconic between-the-wars sports car*
- *Delivered new to Australia*
- *Restored between 1986 and 1993*
- *Body in Carrozzeria Touring's 'Flying Star' style*





*'The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction.'* - Michael Frostick, *'Alfa-Romeo-Milano'*.

It was Enzo Ferrari, no less, who persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none.

Jano arrived at Alfa in 1923 and by the following year had produced one of the most fabulous racing automobiles of all time - the legendary P2. As well as bringing Alfa much valuable publicity by virtue of its outstanding Grand Prix successes, the P2 provided the basis for Jano's first production model. Announced in 1925 but not produced for another two years, the 6C 1500 was designed as a fast touring car combining light weight with sparkling performance. The latter was achieved courtesy of a 1,487cc inline six-cylinder engine based on the P2's straight eight and producing 44bhp in single-overhead-camshaft *Normale* form.

Twin-overhead-camshaft Sport and supercharged Super Sport models followed, the latter being the first of its type to feature the classic open two-seater coachwork by Zagato forever associated with sporting vintage Alfas. Production of the 6C 1500 ceased in 1929 on the arrival of the 6C 1750.

Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam Turismo and twin-cam Sport (later renamed Gran Turismo) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 120km/h (75mph) being attainable, depending on coachwork. Aimed at gentleman racing drivers, there was also a limited edition Super Sport, or 'SS', version, which later evolved into the Gran Sport. Most of these cars carried coachwork by *Carrozzeria Zagato* or *Carrozzeria Touring*, with James Young being responsible for bodying the majority imported into the UK.



In 'SS' form, the Alfa Romeo 6C 1750 was one of the most popular and successful sports-racing cars of its day, as demonstrated by the fact that no fewer than 26 competed in the 1929 Mille Miglia, of which 25 finished, six among the first ten. The race was won, for the second consecutive year, by Giuseppe Campari and Giulio Ramponi driving, of course, a 6C 1750 SS. Other high profile victories for this model include the 24 Hours of Spa Francorchamps, Grand Prix of Ireland, and the 12 Hours of San Sebastian - all in 1929 - plus the 24 Hours of Spa Francorchamps and RAC Tourist Trophy in 1930. The 1750's sporting career, aided by its mechanical longevity, extended far beyond its production, which ceased in 1933.

According to Luigi Fusi's authoritative work on the marque - *'Tutte le Vetture Dal 1910'* - this car, chassis number '101014946' with identical engine number, is a 5th series 6C 1750 *Gran Turismo Compressore* built in 1932. It is understood that the Alfa was exported to Australia in 1932 for an English doctor, almost certainly in rolling chassis form for bodying locally, though the original style of coachwork is not known. In the early 1940s the car was damaged in a serious road accident, remaining laid up in a garage until the 1970s when it was rediscovered by Nick Langford, an Alfa Romeo specialist, who set about its restoration, which including having a replacement chassis made using the irreparably damaged original as a pattern.



The rolling chassis, complete with the original engine, gearbox, running gear, brakes and axles, was purchased in the mid 1980s by well known historic-car exponent Werner Oswald. Mr Oswald then sold the car to a German private collector who continued the restoration. All mechanical elements of the car were overhauled or rebuilt, including having a new alloy cylinder head fitted to allow the use of unleaded petrol. Extensive work was done on the mechanicals, electrical system, clutch, gearbox, rear axle, brakes, etc. There is a comprehensive set of German invoices in the file plus many photographs showing the work in progress.

Tom Bowhill of Cheltenham was then commissioned to build a new body in the style of *Carrozzeria* Touring's 'Flying Star'. This was an inspired choice, as the first 1750 Alfa Romeo to carry this 'Flying Star' coachwork, created by Touring's Giuseppe Serigni for Josette Pozzo, won 1st Prize at the 1931 Villa d'Este Concours d'Élégance. Tom Bowhill had previously restored the original Josette Pozzo 'Flying Star' Alfa, and had the correct drawings and wooden bucks for this model so was perfectly equipped to carry out this vital part of the restoration. There is no denying that he did a superb job, as the standard of finish is among the very best. (It is worthwhile noting that the Josette Pozzo 'Flying Star' Alfa Romeo 6C won 1st Prize at the 2014 Hampton Court Palace Concours d'Élégance).

As well as the body being a work of art, so is the supercharged twin-cam six-cylinder engine, which sounds as good as it looks. According to Fusi, the supercharger boosts maximum output to 80 horsepower at 4,400 revs compared with the 55 horsepower of the un-blown engine. This is certainly more than enough to give this car very lively performance which, combined with its slick four-speed gearbox, excellent chassis and suspension, and positive steering and brakes, make it a genuine pleasure to drive.

It is rare that a supercharged 1750 Alfa comes to the market, and this beautiful example possesses all the elegance, glamour, and presence one could wish for.

**£300,000 - 350,000**  
**€350,000 - 410,000**

**1936 BENTLEY 4¼-LITRE SPORTS SALOON**

Registration no. to be advised

Chassis no. B244GA

- Delivered new to Paris, France
- Unique four-door pillarless-coachwork
- Present ownership since 2000
- New interior



By the end of the 1930s, the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move coinciding with the adoption of superior Hall's Metal bearings.

This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio, and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

Completed and tested on the 21st April 1936, chassis number 'B244GA' was ready for delivery on the 11th May 1936 and four days later was shipped aboard the SS Silverthorn from London to Boulogne via the General Transport Company. The Bentley was delivered to its first owner: Monsieur Jean Paul Boucheron, 81 Avenue Malakoff, Paris, and was then bodied by Vanvooren. Best known as supplier of 'factory' bodies for Hispano Suiza, Courbevoie-based Vanvooren specialised in catering for quality makes including Bugatti, Rolls-Royce and, of course, Bentley. 'B244GA' is one of 46 Bentleys bodied by Vanvooren, of which only 16 were 4¼-Litre models; it is believed to be the only Bentley in existence that has four-door pillar-less coachwork.

As instructed, headlamps and wing lamps were not supplied but the car was fitted with wiring and brackets for Marchal lights. A French registration plate was supplied together with various other components, as listed in the build sheets. It was also arranged that the axles and speedometer would be exchanged in Paris for the 11:43 axle on chassis 'B154GA'. In September and October 1938, components were supplied to upgrade the rear axle to higher overall gearing for more relaxed high-speed touring.



'B244GA' has been owned by the current vendor since 2000, though it has never been registered to anyone other than Jean Paul Boucheron. We are advised that the vendor is in the process of obtaining a UK V5C registration document. Restoration has been ongoing over the course of the last 20 years, and the car is described as in generally good condition, benefiting from a new interior.

Featuring coachwork by one of the most exceptional coachbuilders, 'B244GA' remains a rare and significant representative of one of most exclusive and desirable of all Post-Vintage British Thoroughbreds: The Derby Bentley.

**£60,000 - 80,000**

**€70,000 - 94,000**



446

## 1928 LAGONDA 2-LITRE HIGH CHASSIS SPEED MODEL TOURER

Registration no. UC 8722

Chassis no. 8942

- *Rare Vintage-era Lagonda sports car*
- *Present family ownership for 67 years*
- *Recent extensive renovation*
- *Engine rebuilt*



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of an amidships-mounted transmission, but of greater technical interest was the engine.

Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre 'high chassis' driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic.

For all its virtues, Davidson's engine was limited by its tortuous induction tracts and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. Thus equipped, a 2-Litre was capable of up to 90mph. Overheating though, could be a problem, and many owners ended up removing the blowers.

For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was to the coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer.





This 'high chassis' Speed Model has been in the present family ownership since 1949, a remarkable 67 years. The car benefits from considerable recent refurbishment that has included an engine rebuild; recent interior re-trim in leather; a new exhaust system; overhaul of the brakes and correct AutoVac system; and fitting five new period-style tyres. Finished in grey with contrasting red interior, the car is described by the vendor as in generally excellent condition and is said to drive very well.

A rare survivor of this desirable Lagonda model, 'UC 8722' represents an opportunity to acquire a well preserved example one of the finest British sporting cars of its day, fresh from extensive renovation. Offered with current MoT certificate and V5 registration document.

**£50,000 - 70,000**

**€89,000 - 110,000**



447

## 1914 ROCHET-SCHNEIDER 12HP LIMOUSINE COACHWORK BY ALLIGNOL

Registration no. SL9876

Chassis no. 11905

- 2.6-litre engine
- Right-hand drive
- Restored in the 1990s
- Used on VCC events



Based at Chemin-Feuillat in Lyon, Rochet-Schneider was one of *Les Grands Marques* of the Edwardian period in France. The firm was so called because it was initially run by the Rochets, father and son, together with Théophile Schneider, a member of the eponymous armaments manufacturing family. Originally bicycle manufacturers, Société Anonyme des Établissements Rochet-Schneider built its first automobile in 1894 and in 1901 at the Paris Salon exhibited two cars of Panhard configuration. However, by this time the most advanced type of car was the German Mercedes, so for 1903 the Lyonnaise cars were redesigned along Mercedes lines. From the introduction of that year's 20/22hp model, Rochet-Schneider's reputation as the builder of strong, fast cars grew rapidly.

Built in 1914 as a light commercial vehicle with twin spare wheels, this Rochet-Schneider was re-bodied in 1918 as a limousine, incorporating a luxurious and spacious rear compartment with two fold-down occasional seats. The car was used as personal transport for the Mayor of Lyons for some time. It is shown as registered in the VCC's 2012 handbook as a vehicle of 1914 manufacture.

The car first resurfaced in 1964 in Holland, and was reported to be in a damaged state from negligent transporting. It is suggested it was imported into the UK by Soames Langton, hence the 'SL' number plate. An article in a 1985 edition of *Motor Sport* reports on its participation in a VSCC event (see file). Subsequently the Rochet has had four owners and has been used on various tours and events, including a tour to Switzerland. Recently it has been used on VCC tours and for friends' weddings, for which it is most suitable.

In the late 1990s, the car was completely rebuilt and refurbished by Dave Brown of Vintage & Classic Restorations of Nottinghamshire, fortunately leaving the original interior untouched, following which it was the subject of an article by Mike Worthington-Williams (see file). The car is now in generally excellent condition with no rust or corrosion, and is said to be mechanically strong. The interior retains its original silk blinds, Bedford Cord upholstery, brocade trimmings, and original fittings. The car starts readily on the self starter and is easy to drive with a straightforward four-speed gearbox, cruising at 40mph with good oil pressure and no overheating. It is reported to ride very well and to have adequate braking.

An attractive, practical, and usable VCC car, the Rochet is now being sold as the owner is reducing his collection.

**£18,000 - 22,000**

**€21,000 - 26,000**

448

## 1910 LION-PEUGEOT VC2C TOURER

Registration no. BF 5002

Chassis no. 4211

- *Delivered new to France as a four-seater*
- *Restored in Australia*
- *UK registered since 2003*
- *Rallied on VCC events*



*'The Peugeot is the French car that still maintains its excellence and is the only firm of long-standing repute still manufacturing two-cylinder engined cars and with a range of models from 8 hp to 50 hp ... it is made apparent that the Peugeot cars are fully worthy of the high place they have taken in the motor world.'* - Max Pemberton. *'The Amateur Motorist'*, 1907.

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. Among the world's oldest surviving motor manufacturers, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous *Bébé* light cars in 1900.

In 1905 Eugène Peugeot persuaded his brother Armand, the company founder, to permit the production of economy cars under the 'Lion-Peugeot' name, the lion being the company's emblem.

Eugène's sons, Jules, Pierre and Robert, were already producing motorcycles under the Peugeot name and were impatient to diversify into cars. They paid Armand a levy of one million Francs annually for the privilege. In 1912 the automobile branch of the brothers' company, *Les Fils de Peugeot Frères* merged with the *Société des Automobiles et Cycles Peugeot* and within a few years the Lion-Peugeot marque had been phased out. Before their demise, Lion-Peugeot had been highly successful in voiturette (light car) racing with drivers such as Georges Boillot and Jules Goux, and this experience would stand the factory in good stead when it moved up to the top tier of Grand Prix racing, at that time dominated by FIAT.

This Lion-Peugeot was supplied new in four-seat Double Phaeton configuration to Rouen, and later found its way to Australia. It had one owner in Australia and was restored there, as a two-seater, before coming to the UK in 2003. Regularly rallied on VCC events, the car is described as in generally very good condition and offered with Peugeot 'Attestation' and a V5C registration document.

**£30,000 - 40,000**  
**€35,000 - 47,000**

449

## 1915 UNIC M1T 12/18HP COUPÉ DE CHAUFFEUR

Coachwork by E Vicart Fils

Registration no. SV 9818

Chassis no. 2392

- Supplied new to Argentina
- Museum displayed in Ireland
- Present ownership since 2003
- Re-upholstered interior



When founding his new company in 1904, Georges Richard had intended that it should follow a one-model policy, and thus adopted the name 'Unic'. The policy did not last long, Richard's first twin-cylinder model being joined within twelve months by two four-cylinder types: a 2.0-litre 12hp and 2.6-litre 14hp. Mainstay of production throughout the 1920s was the Type L. Rated at 10CV, it was powered by a 1.8-litre sidevalve engine built in unit with the gearbox, an advanced feature at the time. The company briefly returned to its one-model policy in the mid 1920s, building variations of the 11CV only for a while, before launching a straight eight in 1928.

During the Depression years of the early 1930s, the firm manufactured commercial vehicles only - a foretaste of things to come - returning to passenger cars in 1934 with the introduction of the independently front suspended U4 2-Litre. A six-cylinder U6 version followed and variations of these basic two models saw Unic through to the start of WW2, after which the firm manufactured commercial vehicles only.

Unic's products were renowned for their quality of construction and robustness. As the great W O Bentley, once an employee of the National Motor Cab Co, operators of Unic taxicabs, observed in his autobiography: 'Nothing the English built at the time could stand up to the treatment nor show such economic running figures as the Unic'.

This right-hand drive, 2.6-litre, four-cylinder Unic M1T Coupé de Chauffeur was supplied new to Buenos Aires, Argentina and subsequently was displayed in various museums in Ireland. The car was purchased by the current vendor in 2003, the interior being re-upholstered that same year, and since then has been used on VCC rallies, including a tour of the Lake District. The Unic is described as in generally good/very good condition, and is said to be both very comfortable and very reliable. The engine runs well, but currently need the fuel feed reconnecting. Accompanying documentation consists of a VCC dating certificate and a V5C registration document.

**£30,000 - 40,000**

**€35,000 - 47,000**

450

## 1927 CHEVROLET 2.8-LITRE MODEL AA TOURER

Registration no. BF 6596

Chassis no. 3AA108824

- *Powerful America Vintage Tourer*
- *Right-hand drive*
- *Restored example*
- *Ideal for VSCC events*



By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T - Ford was able to drop its prices annually whereas Chevrolet's steadily rose - and repositioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Model T. The highly popular six-cylinder Chevrolets of the 1930s helped consolidate the company's position as Ford's chief rival, but until then its mainstay had been four-cylinder cars. Introduced in 1914, the first of these was the H Series, whose 171ci (2.8-litre) overhead-valve engine would endure until the 'Stovebolt' six's introduction in 1929. There were eight different models in the 1927 Chevrolet line-up, ranging in price from the \$525 two-door roadster to the \$745 Landau Sedan. Most popular was the two-door five-person Coach, with almost 240,000 sold.

This right-hand drive AA Tourer was previously in a private collection, and was restored in 2006 by its then owner (see receipts and photographs on file). When its owner passed away, the collection was sold off. The current vendor purchased the Chevrolet in 2013, since when it has formed part of his collection. Described as in generally very good condition, the car is offered with a V5C Registration Certificate and the aforementioned restoration records.

**£15,000 - 20,000**

**€18,000 - 23,000**

451

## 1906 BRASIER 15HP SIDE-ENTRANCE TONNEAU CAR COACHWORK BY A VÉDRINE & CO

Registration no. SV 5367

Chassis no. 140

- Rare French 'Edwardian'
- Imported from the USA in the 1980s
- Restored in the UK
- VCC dating certificate



The Brasier marque originated in 1901 when engineer Henri Brasier left Mors to join Georges Richard, who together with his brother Max had been building cars since the late 1890s at Ivry-Port, Seine, France. The Richards had offered a Benz-like car at first, to which was added a smaller voiturette model licensed from the Belgian manufacturer, Vivinus. Previously called 'Georges Richard', the cars were renamed 'Richard-Brasier' for 1904 and plain 'Brasier' after 1905 following Georges Richard's departure to found Unic.

On his arrival Henri Brasier had instigated a new range of larger cars constructed along Panhard lines, consisting of four chain-driven models with two and four-cylinder engines ranging in power from 10 to 40hp. Pressed steel chassis frames were the norm by 1904, while chain drive survived on only the largest models, shaft drive having been adopted on the others. From 1906, all models had shaft drive.

It was in 1904 that Richard-Brasier gained the first of its two consecutive victories in the Gordon Bennett Cup. First run in 1900 in France, the latter took its name from founder James Gordon Bennett Jr, millionaire owner of the New York Herald newspaper and himself a keen sportsman. Contested by national teams, the races were hosted in the country of the previous year's winner until 1905, after which the Automobile Club de France organised the first motor racing Grand Prix at Le Mans. But prior to the coming of Grands Prix, the Gordon Bennett Cup was the most prized trophy of them all.

The 1903 race had been won by the Belgian driver Camille Jenatzy driving a German Mercedes, so the 1904 event was run in Germany around a circuit in the Taunus Mountains. Victory went to the 9.9-litre 80hp Richard-Brasier of Léon Théry, who retained the Cup the following year at the Circuit d'Auvergne, Clermont-Ferrand driving an 11.2-litre 90hp car. This was, arguably, the high point of Brasier's fortunes, for the company went into decline after The Great War and was acquired by the bicycle manufacturer Chaigneau in 1926, after which it continued to produce cars under the Chaigneau-Brasier name for a few more years.



The Brasier offered here is of right-hand drive configuration and is powered by a four-cylinder engine rated at 15hp. It carries a side-entrance tonneau body by Auguste Védrine, whose Courbevoie-based coachworks was in business from 1899 to circa 1912.

The car was brought over from the USA in the 1980s by Stephen Langton as a complete original example in need of restoration, and was purchased from him by the current owner (see photographs on file). A report on file, compiled by Gordon Cobbold in 1997, indicates that at some point the car has had a change of crankcase.

The vendor, a collector of quality cars of many years standing, then restored the Brasier, the mechanical work being undertaken by Neve Engineering (see photographs on file) and the coachwork restoration by Malcolm Jeal. Related invoices on file total circa £25,000, and the car also comes with a V5 registration document and a VCC dating certificate issued in 1995. Used sparingly since completion, this rare French 'Edwardian' is only offered for sale because of the vendor's ill health.

**£40,000 - 60,000**  
**€48,000 - 72,000**



452

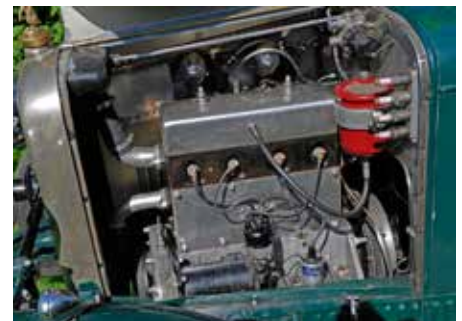
Property of a deceased's estate,  
The ex-Heath/Marrable

### 1929 ALVIS 12/50HP SPECIAL TOURER

Registration no. CH 8145

Chassis no. 7356

- Originally a 12/50 TL
- Rebuilt as a 'special' in the late 1950s
- Extensive competition record
- VSCC 'Buff Form'



1. On route to a 2nd class award, Blue Hill Mine section, Lands' End Trial, 1973

In 1957, Roy Heath and David Marrable, acquired an Alvis 12/50 TL saloon, had been used regularly on the road until 1953. Their objective was to re-body and rebuild the Alvis to create a multi-purpose vehicle that could be raced, rallied and used for trials, sprints and hill climbs. Some four years and 4,000 hours later, the 'Heath/Marrable Special' was rolled out of David Marrable's shed in Sale and the quest for competition glory began.

In those first two decades, the Alvis covered some 100,000 miles in competitive events, amassing a vast array of prestigious trophies and achieving the unique accolade of winning the VSCC's 'Alvis Trophy' three times. The car was then totally disassembled and rebuilt in preparation for the 'Round Britain Tour' to celebrate the Alvis 12/50's half century.

Roy Heath continued to enjoy 'CH 8145' until the early 1990s when poor health curtailed participation in the more arduous trials events.

In 1996, the Alvis was purchased from Roy Heath by Malcolm Warner, who continued to use it in a variety of similar events, albeit considerably less frequently than hitherto. The car was purchased from Mr Warner by the late owner - a professional motor engineer and car collector - in 2004.

The history file contains a fascinating booklet detailing all modifications made to the Alvis special and recording its competition record. Also on file are an old-style logbook, V5 registration document, VSCC 'Buff Form' (20Q2), and assorted items of correspondence, drawings, and notes relating to the car's construction and subsequent use.

Meticulously maintained regardless of costs by its owners during the last several decades, this unique Alvis special is perfect for VSCC trials, races, rallies, etc as well as the excellent long distance events organised by ERA and Hero, such as the 'Flying Scotsman' and '1,000 Mile Trial'.

**£25,000 - 30,000**  
**€30,000 - 36,000**

452A

#### ALVIS 12/50 ENGINE

dismantled, believed fundamentally complete.

Sold strictly as viewed.

**£2,000 - 4,000**

**€2,400 - 4,800**

**No Reserve**





453

Property of a deceased's estate

### 1928 AUSTIN SEVEN VAN

Registration no. DS 7558

Chassis no. 54446

- Originally a Chummy tourer
- Built by a professional motor engineer
- Completed in 1987
- Circa 6,000 miles since restoration



Originally a Chummy tourer, this Austin Seven was purchased by the late owner from Talbot specialist Ian Polson in the mid-1980s as an original engine and an incomplete chassis. The owner - a professional motor engineer and collector of old cars and motorcycles of many years standing - then rebuilt the car as an Austin Seven van, a vehicle he had always wanted.

Almost all the work was done by the owner himself, the exception being the paintwork, which is the work of I.S. Polson. 'DS 7558' enjoyed circa 4,500 miles of trouble free motoring in its first year post completion (1987), and thereafter was used sparingly for local motoring and appearances at fêtes, etc. Approximately 6,000 miles have been covered since restoration. Accompanying paperwork consists of a quantity of old tax discs, sundry invoices, and V5/V5C registration documents.

£10,000 - 15,000

€12,000 - 18,000

453A

#### AUSTIN SEVEN ENGINE

Believed rebuilt. Sold strictly as viewed.

£1,000 - 2,000

€1,200 - 2,400

No Reserve

453B

#### AUSTIN SEVEN ENGINE

believed Nippy type with pressure fed crankshaft. Sold strictly as viewed.

£2,000 - 4,000

€2,400 - 4,800

No Reserve



454

## 1925 DELAGE DI TOURER

Registration no. YL 768

Chassis no. D1 17976

- Premier French make
- Re-bodied from a saloon
- Long-term ownership from 1964 to 2015
- Restored during the 1970s



*'Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater. They have made the highest known degree of luxury and performance available at the price the average motorist can pay.'*

Delage's publicity had every right to sing the praises of what - arguably - was the finest French car of its day. Founded in 1905 by Louis Delage, the company commenced production with a single-cylinder De Dion-engined runabout and within a few years was offering multi-cylinder designs. The publicity value of racing was recognised right from the start, a single-cylinder Delage winning the Coupe Des Voiturettes as early as 1908 and Louis himself taking the 1911 Coupe de l'Auto in a 3-litre four-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, the company going on to become a major force in Grand Prix racing in the 1920s and setting a new World Land Speed Record mark in 1924 with a 10.7-litre overhead-valve V12.

Four-cylinder DI and six-cylinder DM cars formed the mainstay of the company's touring car production in the 1920s. Introduced in 1924, and very well specified for its day, the DI was powered by a 2.1-litre, overhead-valve engine driving via a four-speed gearbox, and came with four-wheel brakes. A beautifully balanced fast touring car, it possessed exceptional performance, with comfortable suspension, light and responsive steering and good roadholding, yet was rugged enough to withstand the punishment meted out by cobbled roads.

This Delage DI tourer was acquired by Mike Highfield in 1964 and campaigned by him and his friend Anthony Heal during the late 1960s and 1970s. It was restored between 1970 and 1980, and fitted with a Kelsch-style boat-tail tourer body of Mike's own manufacture. The current vendor bought the Delage from Mike Highfield's family following his death in 2015. Offered with a V5 registration document, the car benefits from a recent rebuild of the 'L'Exhausteur' (Autovac) unit and is described as in generally excellent condition.

**£28,000 - 34,000**

**€33,000 - 40,000**

455

## 1935 ROLLS-ROYCE 20/25HP SPORTS SALOON

Coachwork by Hooper & Co

Registration no. BXC 736

Chassis no. GRF26

- *Rare sports saloon model*
- *Single family ownership since 1959*
- *Engine overhauled in 2005*
- *Known ownership history*



The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, up-dated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as synchromesh gears and centralised chassis lubrication, developed for the larger model and would become the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, exclusively a coachbuilt automobile, and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. This example on the long chassis, 'GRF26', wears four-door sports saloon coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders.

'GRF26' was delivered to Hooper's on 30th January 1935 for their customer, R A Fry Esq of London SW7. The coachbuilder described their work as 'The latest type new "Hooper" Sports Saloon, built specially for the 20/25-HP Rolls-Royce Chassis, design as Drawing No.5790.' 'GRF26' is pictured in Lawrence Dalton's book 'Those Elegant Rolls-Royce' (page 119).

Four subsequent owners are listed on the copy chassis card, the last of whom, Mrs Howard Thompson, acquired the car in September 1955. The current vendor's father purchased the Rolls-Royce in 1959, leaving it to his son in 1966. We are advised that the engine was overhauled by Stewart Walker in 2005, since when fewer than 9,000 miles have been covered, while the upholstery was renewed a few years ago. Apart from the new upholstery and the sensible provision of a full-flow oil filter, the car remains completely original. Described by the vendor as in generally good condition, this sporting Rolls-Royce 20/25 is offered with copy build sheets and a V5 registration document.

**£30,000 - 40,000**

**£35,000 - 47,000**

456

## 1934 AEC REGAL MOTOR COACH

Registration no. FV 4548

Chassis no. 6621547

- *First operated by W Salisbury & Sons, Blackpool*
- *Later part of the Ribble fleet*
- *Leyland Tiger body, AEC diesel engine*
- *Restored in 2006-2007*



Best known as manufacturer of London's much-loved Routemaster bus, the curiously named 'Associated Equipment Company' (AEC) was formed in 1912 by the Underground Group of companies, operators of London's 'Tube' network, to manufacture vehicles for its bus business. Thus AEC effectively took over the manufacturing operations of the London General Omnibus Company, which had been acquired by the Underground Group that same year. In actual fact, AEC's first commercial vehicle was not a bus but a lorry on the X-Type chassis, and lorries would become the focus of its manufacturing output during World War One.

From 1916 onwards, AEC manufactured the 3-ton Y-Type for the armed services, more than 10,000 being delivered by the end of hostilities. It would take on a similar role in World War Two producing, among other designs, the 10-ton Matador artillery tractor. Trolleybuses were built in collaboration with English Electric during the 1930s, and in partnership with Leyland Motors from 1946.

One of AEC's most famous models, the Regal chassis was introduced in 1929 and formed the basis for many buses and coaches both in London and elsewhere; indeed, many of the Green Line coaches serving towns close to London used the Regal. AEC recommenced civilian production with its pre-war Regent and Regal bus models, and in 1946 introduced its first new post-war design, the RT, forerunner of the celebrated Routemaster. Introduced in 1950, Regal Mark IV broke from tradition by having its engine mounted beneath the floor. The Mark IV, with its advanced Metro-Cammell bodywork, would prove an immense success, serving with London Transport on both city and country routes for many years, and formed the mainstay of many provincial fleets.

In 1962, AEC was taken over by the rivals Leyland Motors Ltd. Production of AEC's double-decker buses ceased in 1968 and that of its single-deckers, coaches and lorries in 1979.

This AEC Regal - chassis number '6621547', registration 'FV 4548' - was supplied new in March 1934 to W Salisbury & Sons, Blackpool as a petrol-engined Beadle-bodied motor coach.



It later became part of the Ribble Service Fleet as a Driver Training Vehicle/Classroom after being re-engined with an AEC A173 7.7-litre diesel engine and re-bodied with its present body, which came from a Ribble Leyland Tiger TS6 motor coach dating from 1933.

This AEC was eventually preserved (in the 1960s) by Colin Shears of Winkleigh, who sold it to a group of enthusiasts in Swansea, South Wales, circa 1970. They restored this motor coach in the livery of the Welsh motor coach operator, Gower Vanguard. 'FV 4548' was subsequently bought by Clive Screeton, and made its debut as a Grand Edwardian Touring Company motor coach, 'Lord Clive', in 1992. It later passed into the ownership of Wild Rose, Warrington.

In 2006-2007 the Regal was re-framed and re-bodied by the Lawton Motor Body Building Co Ltd, and has been finished in blue/gold ready for new transfers or sign-writing. It boasts a Pullman style interior with high-back moquette seats, tables with lamps, and a small galley/service area to the rear. Restoration bills are available and the vehicle also comes with a V5 registration document and Certificate of Initial Fitness.

**£35,000 - 45,000**

**€41,000 - 53,000**



457

## 2002 BRISTOL BLENHEIM SERIES 3 SPORTS SALOON

Registration no. WV52 FFU  
Chassis no. TTBL300471110

- *Two owners*
- *86,489 miles from new*
- *Four-speed overdrive automatic transmission*
- *The archetypal 'Gentleman's Express'*



Bristol's long line of Chrysler V8-engined sports saloons began in 1961 with the launch of the 407, though in both styling and running gear the newcomer closely resembled the preceding six-cylinder 406. The chassis was up-dated and the styling revised periodically throughout the 1960s, a process that culminated in the 411 of 1969. After five series had been built the 411 was phased out as the 603 saloon and Zagato-styled 412 convertible came on stream in 1975/76; the latter making a clean break from the traditional Bristol look while retaining its predecessor's chassis and Chrysler engine, though the latter was later downsized to from 6.6 to 5.9 litres.

In 1980 Bristol abandoned its traditional numerical nomenclature with the launch of the Beaufighter, and succeeding models would likewise use names drawn from the company's not inconsiderable aircraft manufacturing heritage. A development of the 412, the Beaufighter used a turbo-charged version of the Chrysler V8, and while in Rolls-Royce fashion the power output remained officially undisclosed, it was sufficient to propel the car to 150mph with a sub-6.0 second 0-60mph time to boot. Meanwhile, the 603 saloon had been revised as the Britannia, the turbo-charged version of which, launched in 1983, was dubbed 'Brigand'.

Introduced for 1995, the Blenheim further refined the 603 concept; multi-port fuel injection was introduced, which improved both performance and fuel consumption, and gave the normally aspirated Blenheim the same level of performance as the turbo-charged Brigand. The Blenheim also featured styling changes at front and rear, the headlights being paired and repositioned towards the body centreline. The Blenheim has since developed through the Series 2 and Series 3. The former, made from 1998 to the end of 1999, featured for the first time a four-speed overdrive automatic transmission, which further improved the fuel consumption, while the Series 3 abandoned the vertically mounted tail-lights and came with a much revised interior.

Believed by the vendor to be one of only eight made, this Bristol Blenheim Series 3 was acquired by the current (second) owner in November 2010 and currently displays a total of 86,489 miles on the odometer. Described by the vendor as in generally excellent condition, this modern 'gentleman's Express' is offered with current MoT and a V5C Registration Certificate.

**£25,000 - 30,000**  
**€29,000 - 35,000**

458

## 1970 ROLLS-ROYCE SILVER SHADOW COUPÉ

Registration no. AAC 35H

Chassis no. CRH7260

- Limited edition coachbuilt model
- Delivered new in the UK
- Restored between 2013 and 2015
- Present ownership since 2013



The motor industry's almost wholesale switch to unitary construction and, in particular, Rolls-Royce's adoption of the method for building its new Silver Shadow, meant that by the mid-1960s the market for traditional coachbuilt automobiles had been severely curtailed. Of the many hundreds of firms trading pre-war, just two - James Young and the now combined firm of H J Mulliner, Park Ward Ltd - were left to meet the demand for a coachbuilt Rolls-Royce or Bentley, though these might be more accurately termed conversions rather than 100 percent bespoke creations.

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 H J Mulliner, Park Ward - were limited to just two, a two-door coupé 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.

This Silver Shadow Coupé was purchased new by David Barker of Jabez Barker & Sons Ltd, London NW10. Restored between 2013 and 2015, 'AAC 35H' is described by the vendor as in generally excellent condition. The car is offered with its original service booklet, a current MoT certificate, a V5C registration document, and a copy of an old V5.

**£20,000 - 25,000**

**€23,000 - 29,000**

459

## 1989 PEUGEOT 205 GTI 1600 HATCHBACK

Registration no. G454 KGO

Chassis no. VF320CB6223304066

- *Highly original*
- *Comprehensive service history*
- *Well maintained*
- *68,920 miles from new*



'Having just completed a comparison test on (the) 205 GTi and the FIAT Uno Turbo, let us say that the Peugeot is, quite simply, the finest-handling front-drive sports hatchback we have ever driven. It has exceptional manoeuvrability and response, a lovely steering and chassis sharpness, and, now that the dampers have been changed, a competent ride.' - *Car magazine*, December 1985.

Although Volkswagen can claim to have created the 'Hot Hatch' category with the Golf GTi of 1975 - though there had been a few earlier variations on the theme - by the early 1980s almost every major European manufacturer had one in their range. Peugeot were relative latecomers to this emerging market sector, introducing the 205 GTi in 1984. At first the 1.6-litre made do with a relatively modest 105bhp, though this was increased to 115bhp in 1986. Top speed of the '1.6' was around 122mph, with 0-100km/h (62mph) achievable in 9.1 seconds.

This is the one to have: 1,600cc engine, 'Pepper Pot' alloy wheels, sliding roof, and no power assistance for the steering. The car has been garage stored for a substantial part of its life, and the original paintwork remains un-faded and in wonderful condition. The interior likewise is all original, with only minor wear to the driver's seat bolster. The carpets again are un-faded, the roof lining good, etc. Electrics working correctly, the windows winding up and down quickly and the sunroof sliding effortlessly. The car runs and drives very well, starting on the first turn of the key and settling to a steady idle even from cold. The clutch is good, gearbox crisp, and brakes effective. The only non-original parts on the car are a modern radio and the exhaust tail pipe - not noisy and looks in keeping.

There are old MoTs and the stamped service booklet on file supporting the recorded mileage of 68,920. The car also comes with its original book pack, sundry bills, a V5C document, and 12 months MoT (four new tyres were fitted and the brake fluid changed). These 205 GTi 'Hot Hatches' really are flavour of the month, with two selling at auction recently for £30,000 and £25,000 respectively.

**£10,000 - 15,000**

**€12,000 - 18,000**



460

## 1995 RANGE ROVER CLASSIC 3.9-LITRE 4X4 ESTATE

Registration no. M895 TUJ

Chassis no. SALLHAMM3MA658242

- Late 'Classic' model
- Imported from Japan
- Automatic transmission
- Recently refurbished



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 (145km/h) 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.

A right-hand drive model, this late Range Rover Classic was imported from Japan in October 2014 and is described by the vendor - its owner since March 2015 - as corrosion free. Refurbished over the last year or so, the car benefits from a replacement rear differential, new track rod ends, new catalytic converter, new ignition coil, new battery, complete new factory walnut trim, and a full Dinitrol anti-corrosion treatment.

Upgrades include a tubular stainless steel exhaust manifold, new stainless big-bore exhaust system, and new bi-xenon headlights. Most of the foregoing works were undertaken by acknowledged marque specialists, Kingsley Cars. Related bills are on file, and the 'M895 TUJ' also comes with a V5C registration document and MoT to July 2017. We are advised that an engine compression test gave 'as new' figures, and that the car performs well on the road.

**£14,000 - 16,000**

**£16,000 - 19,000**

461

## 1951 WOLSELEY SIX EIGHTY

Registration no. UYW 438

Chassis no. AAE14/1861

- *Overhead valve engine*
- *Older restored example*
- *Recently serviced*



Introduced in 1948, the Wolseley 6/80 was an upmarket version of the Morris MS Six and had the same 2.2-litre overhead-camshaft engine, the differences being mainly cosmetic. The 6/80 was very popular with UK police forces, and many of the survivors are ex-police models.

This well maintained Wolseley 6/80 was undergoing restoration work when the owner passed away, and in 2008 was bought at auction from the deceased owner's estate by the current enthusiast vendor, who has professed their delighted with the purchase. 'UYW 438' is finished in maroon with tan interior, the latter's front and rear seats having been professionally re-trimmed in leather prior to purchase, and since acquisition has benefited from having the paintwork flatted and polished.

'UYW 438' would surely be most welcome at the Goodwood Revival meeting, making a pleasant change from the ubiquitous police-liveried examples of this popular model.

The car comes with a current MoT certificate, a V5C Registration Certificate, an original instruction manual, and assorted invoices for works carried out during the late 1980s/early 1990s, including chassis and body repairs, and an engine rebuild. Recently serviced, this rare example of a 'civilian' 6/80 is running well and ready to use.

**£8,000 - 12,000**

**€9,400 - 14,000**

**No Reserve**

462

## 1971 FORD ESCORT 1600XL

Registration no. BRU 311K

Chassis no. CS45MR74863

- *Exported new to South Africa*
- *1,600cc engine*
- *Bought from first owner's family*
- *Present ownership since 1989*



Ford's knack of accurately judging market requirements was demonstrated yet again in 1968 with the arrival of the Escort. An instant hit, the newcomer proved a worthy successor to the Anglia and was destined to be Britain's best-selling car for many years. Built initially in two- and four-door saloon and estate body styles, the Escort came initially with either a 1,098cc or 1,298cc overhead-valve four-cylinder engine, and there was a choice of either manual or automatic transmission. Ford fans with an appetite for high performance could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. The original Escort was superseded by the restyled but mechanically similar Mark 2 in 1974, but it would be 1980 before Ford fell into step with its rivals' offerings in this hotly contested market sector and adopted front-wheel drive.

This 1.6-litre Mark 2 four-door saloon was purchased new in South Africa in 1971 and brought back to the UK by owner, a Mr Silvester, when he retired. It should be noted that this particular car has the 1,600cc engine fitted to some export models intended for overseas markets. In July 1989, the Escort was purchased from Mr Silvester's son by the current vendor, who has owned it ever since.

Stored in a dehumidified garage since acquisition and maintained by the enthusiast owner, the car has seen little use but has been displayed at local classic vehicle shows with some success. A total of 39,954 miles is displayed on the odometer, and this rare survivor is believed unique on account of its low mileage, original condition, and few owners. Finished in Fern Green with black interior, the car is offered with current MoT certificate, SORN, and a V5 registration document. A Weber twin-choke carburettor, fitted by the vendor, is the only notified deviation from factory specification.

**£10,000 - 15,000**

**£12,000 - 18,000**

463

## 1969 CHEVROLET GMC CORVAIR 4-DOOR

Registration no. XYY 48F

Chassis no. 59679019

- *Ex-Anton Mosimann*
- *Rare American Saloon*
- *Rear engine*



Highly unconventional by American standards, the rear-engined Corvair compact was introduced towards the end of 1959. Powered by an air-cooled 2.3-litre horizontally-opposed six, and featuring independent suspension all round, the Corvair was as far from America's automotive mainstream as it was possible to get. An initially suspicious public was slow to respond, and sales were sluggish until the arrival of the Monza Club Coupé changed the model's image from small family saloon to fun sportster. A convertible Monza joined the range in 1962, by which time the Corvair engine had grown to 2.4 litres. Enlargement to 2.7 litres occurred in 1964, but the big news the following year was a restyled Corvair with a lower, longer, and wider 'pillar-less' body, and distinctly European looks. The last four-door models were built in 1967, and for the last two years of its life the Corvair was available in two-door form only. Production ceased in 1969.

Finished in white with red interior, this left-hand drive Corvair Sports Sedan was sold new in Switzerland and in 1989 was brought to the UK by celebrity TV chef, Anton Mosimann. The current vendor has owned the car for over ten years. Described as running well and a pleasure to drive, this historic American automobile is offered with MoT to April 2017 and a V5 registration document.

**£4,000 - 6,000**

**€4,700 - 7,000**

**No Reserve**

464

## 1965 WOLSELEY 6110

Registration no. DAT 221C

Chassis no. w/bs331256

- *c.31,000 miles*
- *Recently recomissioned*
- *Rare manual gearbox*



This overdrive-equipped Wolseley 6/110 saloon originally belonged to the late Lord Kenneth Clark of Saltwood Castle, Kent, the celebrated author and writer/presenter of BBC Television's ground-breaking documentary series, 'Civilisation', first screened in 1969. 'DKT 221C' was supplied on 16th July 1965 by Saltwood Garage to Lord Clark, who clearly loved the car, as he kept it until 1982. This means that the Wolseley was his means of transport during the writing and production of 'Civilisation'. It is also quite likely that his eldest son, MP and motoring enthusiast, the late Sir Alan Clark, also drove 'DKT 221C' during its 17 years at Saltwood Castle.

The current odometer reading is a believed-genuine circa 31,000 miles, there being MoT certificates and a certification document dated 8th October 1981 on file verifying the mileage at that time as 20,439. In addition to the foregoing, the history file also contains a driver's handbook, workshop manual, numerous photographs, and a number of tax discs, the most recent of which expired on 31st July 2012. The current (lady) vendor purchased the Wolseley at auction in 2013. It has since been re-commissioned with new parts - including a clutch, fuel pump, and stainless steel exhaust - and is said to run and drive very well.

**£4,000 - 6,000**

**€4,700 - 7,000**

**No Reserve**

465

## 1949 BENTLEY MARK VI SALOON

Registration no. YXG 710

Chassis no. B281DZ

- Present ownership since 1969
- Extensively restored
- Engine professionally rebuilt fewer than 1,000 miles ago
- Kept garaged and serviced/MoT'd annually



First registered on 5th January 1949, this Bentley Mark VI has the factory's four-door 'standard steel' coachwork. The car has been in the same family ownership since 1969 and has always been garaged. In 1973, a major rebuild began that would take two years to complete. During this time, all components were either replaced or subject to a complete overhaul, with parts being cadmium plated where appropriate. All the floors were replaced, and the vendors were also able to source and fit new doors and wings. In addition, the electrics were totally rewired, and all hydraulic pipes replaced. The interior was fully refurbished with seats re-upholstered, new headlining, and new carpets throughout, while all trim parts were re-chromed.

Subsequent works include a full re-spray (1987); installing a complete new exhaust system (1995); and fitting a set of new tyres (2004). Between 2005 and 2008, further works were carried out by Taylor's of Chichester, including a total engine rebuild, since when fewer than 1,000 miles have been covered.

The detailed invoice for these works, which included new valves and seats for running on unleaded fuel, are provided. The rear axle half-shafts and differential have been replaced with components to Bentley Continental specification, which raises the overall gearing by 10% for better fuel economy and more relaxed cruising. New front and rear springs have been fitted, the front dampers fully overhauled, and new brake cylinders installed. A new battery was fitted in 2012.

Although the Bentley has covered fewer than 5,000 miles since 1975, it has always had an annual service and MoT test. The car comes with a full set of original tools and a handbook. Fitted 'extras' include a bespoke set of classic inertia-reel seatbelts (front and rear) with chrome buckles and beige webbing to match the interior; a full set of original external luggage tie-down straps; a Bentley green cloth car cover; a waterproof car cover; a Bentley picnic mat; and a Bentley service manual.

**£25,000 - 30,000**  
**€29,000 - 35,000**

466

## 1993 MORGAN PLUS 8 3.9-LITRE SPORTS ROADSTER

Registration no. K983 PUY

Chassis no. R10910

- *Aluminium coachwork*
- *Maintained by Brands Hatch Morgan Ltd*
- *Present ownership since 2010*
- *Professionally re-sprayed prior to sale*



Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminium 3.5-litre V8, thus creating a car that combined Vintage-era charm with Cobra-like 'grunt': the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss four-speed gearbox was retained also. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per month and continues to this day, although now with BMW power. While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-litre form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

Its lengthy production run has seen the Plus 8 alter little in outward appearance, save for ever widening wheelarches accommodating fatter rubber, yet beneath the skin the changes have been innumerable. Better gearboxes, fuel injection, rack-and-pinion steering, improved corrosion protection and paint, telescopic rear dampers, air bags and the obligatory catalytic converter have all become part of the Plus 8 picture over the years, along, of course, with bigger engines to offset the inevitable increase in weight.

This 3.9-litre Plus 8 was specified new with a lightweight aluminium body (rather than the standard steel offering), together with a mohair hood and tonneau cover, fog lamps, and special number plate mountings. It was previously owned by a lady, who upgraded to a 4.6-litre Plus 8, and has been maintained over a lengthy period by Brands Hatch Morgan Ltd. Currently being professionally re-sprayed, the car has been owned by the current vendor since September 2010 and is only being sold because he is taking delivery of a new Morgan. Accompanying paperwork consists of sundry invoices, a current MoT certificate, and a V5C registration document. A roller-bearing kingpin conversion and a special exhaust system are the only notified deviations from factory specification.

**£20,000 - 25,000**

**€23,000 - 29,000**

467

**1934 BENTLEY 3½-LITRE DROPHEAD COUPÉ  
COACHWORK BY PARK WARD LTD**

Registration no. BGN 311

Chassis no. B 39 BN

- *Present ownership since 1972*
- *Un-restored and original*
- *Well maintained*
- *Major service in 2007*







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

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. A total of 1,177 3.5-Litre models left the factory, plus a further 1,234 of the successor 4¼-Litre model.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward, that offered here being one of them. Founded in 1919, Park Ward had had forged its not inconsiderable reputation bodying Bentleys, Rolls-Royces and other quality makes, and in 1933 received the ultimate 'vote of confidence' when Rolls-Royce bought a minority stake in the Willesden-based coachbuilder, taking full control six years later.

Chassis number 'B39BN' was originally ordered by one Harold Luxford Quartermaine, though his name is crossed out on the chassis card, replaced by 'R Hornby'. This car was purchased by the vendor's father in 1972 and has not been restored while in the family's ownership, just well maintained and serviced by a local garage all the time they have owned it. A 10,000-mile service was carried out in 2007, and the door locks were repaired in 2016. The interior was re-trimmed many years ago, in the late 1970s. This is a lovely and honest old Bentley, retaining its original coachwork and some original tools. The only notified deviation from factory specification is a modern control box, replacing the original distributor.

**£90,000 - 120,000**  
**£110,000 - 140,000**

468

## 1937 LAGONDA LG45 SALOON

Registration no. AHS 240

Chassis no. 12221/G10

- *From the Collection of Viscount Massereene & Ferrard*
- *Present ownership for more than 40 years*
- *Two owners from new*
- *68,288 miles from new*



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-Litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, *The Autocar* got its hands on one. 'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits.'

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Under W O Bentley's technical direction the big Lagonda became more refined: the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.



In its road test published on 10th April 1936, *The Autocar* declared: *'The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable.'*

Lagonda Club records, held by Arnold Davey, state this is one of only 278 LG45s produced during 1936/37, this pillar-less saloon is believed to have been sold new via Carlaw in Glasgow (Lagonda's sole Scottish agents) to Mrs J M Pearcy of Kilmalcolm on 5th November 1937. The car was chauffeur driven during the early years of its life before being paid up for the duration of the war, and remained with Mrs Pearcy until 1955. It was off the road for the next ten years. 'AHS 240' appears in Geoffrey Seaton's book, *'Lagonda an Illustrated History'* (page 216) and also *'Lagonda Heritage'* (pages 100/101).

The current, titled, vendor purchased the Lagonda in 1968 from Callanders Garage in Glasgow, which had taken it in part exchange for an Aston Martin. The purchase price of £150 included the car being trailed to the garage in Brighton, part owned by the vendor, where it was stripped down and checked (bill on file). The Lagonda has been on the road for the last 50 or so years, though only lightly used, and has been kept in a heated garage. Apart from routine maintenance and the occasional repair or adjustment, no major restoration has been necessary.

This outstanding car remains totally original and has never been molested. It comes complete with the original instruction book, fitted luggage, a fire extinguisher, and some tools. Accompanying paperwork consists of the original logbook, sundry invoices, and a V5 registration document.

**£60,000 - 70,000**

**€70,000 - 82,000**

469

## 1962 BENTLEY S2 SALOON

Registration no. BNM264F (Isle of Man)

Chassis no. B298DW

- *Single family owned from new*
- *Well maintained example*
- *Driven to the sale*



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. 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.

This Bentley S2 was purchased new by the vendor's father - Sir John Douglas Clague - and used in the UK before being taken to Hong Kong, returning to the UK in 1970. Sir John died in 1981, and the Bentley remained in the UK until Lady Clague gave it to her son in 1988, since when it has resided in the Isle of Man.

Maintained in good original condition, the Bentley received a major service in 2009 for the vendor's daughter's wedding, and is still used for weddings and 'Prom Nights'. It will be driven to the sale. Finished in blue with cream leather interior, the car is offered with Isle of Man Registration Certificate and Declaration of Export.

**£25,000 - 30,000**

**€29,000 - 35,000**

470

## 1965 SUNBEAM TIGER MARK I ROADSTER

Registration no. ENX 733X  
Chassis no. B9472451HROFE

- *Classic styling*
- *V8 muscle power*
- *Manual gearbox*



Inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. Ford's 260ci (4.2-litre) 'Windsor' V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-litre four.

The transplant radically transformed the car's character. Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering.

Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Sadly, the model was killed off by Rootes' new owner Chrysler shortly after the revised 4.7-litre Tiger II was introduced in 1967. A little over 7,000 Sunbeam Tigers had been produced when the final cars rolled off the production line in 1968.

This Tiger I was rebuilt during the 1990s, using original spares, and fitted with the 4.7-litre engine from a Mark II. Used sparingly between 2000 and 2010, it has just been re-commissioned for sale and is described as in generally good condition. The car is offered with sundry restoration invoices, current MoT, and a V5 registration document.

**£25,000 - 35,000**

**€29,000 - 41,000**

471

## 1937 BENTLEY 4¼-LITRE SALOON COACHWORK BY THRUPP & MABERLY

Registration no. FOM 666

Chassis no. B214 GA

- *First owned by Carl Louis Breeden of Wilmot-Breeden*
- *One of 161 Thrupp & Maberly saloons on the 4¼-Litre chassis*
- *Present ownership since 2000*
- *Re-commissioned for sale*



Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. *'The Silent Sports Car'*, as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. The latter's adoption had been prompted by the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds.

This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio, and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.



As ever, bespoke coachwork was the order of the day, owner-driver saloon and drophead coupé bodies, mostly by Park Ward, being the norm. Chassis number 'B214GA', though, was delivered to Thrupp and Maberly. Foremost among the three dozen or so other coachbuilders responsible for bodying the Derby Bentleys, the respected London-based firm of Thrupp & Maberly was noted for a succession of coachbuilding innovations during the 1920s and 1930s. Thrupp & Maberly could trace its origins back to the 18th Century and was responsible for some of the earliest motor car bodies built in England. It became part of the Rootes Group in 1925 but continued to build bodies for Rolls-Royce, Bentley, and Humber chassis; of their 214 Derby Bentley bodies, 161 were of the saloon type. The firm also famously bodied Sir Henry Segrave's land speed record contender, 'Golden Arrow', in 1929.

'B214GA' was first owned by Carl Louis Breeden, founder of the automotive components manufacturer, Wilmot-Breeden, and originally registered 'CLB 521'. The Bentley was in good order when purchased by the current vendor in 2000; however, the colour was not to the owner's taste and so the existing paint was stripped off, any corrosion repaired, and the car re-sprayed Oxford Blue, these works being carried out by Bourne Brothers of Arlesey, Bedfordshire. The car is described by the vendor as in generally very good condition, with 'average' interior, and will have been re-commissioned prior to the sale.

Possessing coachwork by one of the most exceptional coachbuilders, 'B214GA' remains a rare and significant representative of one of most exclusive and desirable of all Post-Vintage British Thoroughbreds: The Derby Bentley.

**£55,000 - 65,000**

**€64,000 - 76,000**

472

## 1908 CLYDE 8/10HP SILENT LIGHT ROADSTER

Registration no. BC 1058

- *Ultra-rare British make*
- *Only one of three known survivors with a White & Poppe engine*
- *41 years on museum display*
- *Well documented history*



Pioneering cyclist George H Wait established a bicycle-making business in Leicester in 1890 and first turned to powered transport in 1899. The Clyde Cycle & Motor Car Co Ltd was incorporated in 1901, and the first car to carry its name appeared that same year. Clyde used White & Poppe and Aster engines, and also built motorcycles. Together with bicycles, the latter formed the bulk of production, and when the original Clyde company was liquidated in 1905 it had built an estimated 245 cars. Although Wait then concentrated on garage work, he did build a few more Clydes, that offered here being one of only three known survivors. After WWI George Wait continued in business as a motor dealer and agent, and even built a few Clydes in the 1920s.

Manufactured in 1908 and powered by a twin-cylinder White & Poppe engine, this particular Clyde was first registered in October 1920 (after the passing of the Roads Act) to one Barry Phipps of Leicester. An old-style buff logbook on file shows that the car was owned by George Wait himself from 1952 to 1956; it then passed to one Derek Blackburn of Peterborough. The logbook refers to 'BC 1058' as the 'Dr Hilley car', though the significance of this is not known.

A bill of sale on file records the Clyde's sale in March 1960 by Regency Motors of Walton, Peterborough to one Ray E Dillon of Hutchinson, Kansas, USA. The Clyde was then restored by the 'Dutch' Hoefer Body Shop in Hutchinson, and in 1962 was put on display at the Kauffman Museum in North Newton, Kansas. The Kauffman Museum kept the Clyde on display for the next 41 years, selling it to one Rob Roark of Manchester, Connecticut, USA in August 2003. The Clyde next changed hands in August 2015 when it was sold to R Sport Inc of Dover, Delaware. There are documents on file recording all of the foregoing history, together with newspaper clippings and copies of original Clyde brochure material (inspection recommended). A shortened windscreen and different carburettor are the only notified deviations from factory specification.

The Clyde is currently with Setford & Co, who have been briefed by the vendor to ensure proper operation following the car's 41 years on museum display and 12 years with Mr Roark, during which time it probably drove only some 100 miles in total. A V5C Registration Certificate has been applied for and at time of cataloguing a VCC inspection is awaited (this car is known to the Club). A unique opportunity.

**£20,000 - 30,000**  
**€23,000 - 35,000**



473

## C.1950 MG MIDGET TD ROADSTER

Registration no. SSJ 747

Chassis no. TD/2494

- *The penultimate T-Series MG Midget*
- *Right-hand drive*
- *First UK registered in 1998*
- *Instruction manual available*



*'The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest.'* – *The Autocar*, 15th May 1953.

The penultimate 'T'-series Midget, the TD first appeared in 1949. Its TC predecessor had proved an enormous success, particularly in the United States, but by 1948 it had become obvious that something more modern would be required to keep MG competitive. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body, roomier than before but retaining the classic looks of the traditional MG sports car, and the well-tried 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering.

Thus the TD became the first MG sports car to benefit from these advances. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC. The latter's vulnerability to the cut and thrust of urban parking in the USA had demonstrated the desirability of sturdy bumpers, which duly graced the TD. Immensely successful, the TD was produced in greater numbers than any of the other T-Series Midgets, in excess of 29,000 leaving the factory between 1949 and 1953.

This right-hand drive TD is finished in two-tone green with matching interior and is described by the lady vendor as in generally good condition. The car is offered with an instruction manual, two MoT certificates (most recent expired August 2001), and a V5C document showing that it was first registered in the UK in 1998.

**£15,000 - 20,000**

**€17,000 - 23,000**

**No Reserve**

474<sup>N</sup>

## 1961 MERCEDES-BENZ 180D SALOON

Registration no. not UK registered  
Chassis no. to be advised

- *Left-hand drive*
- *Rare survivor*
- *Running and driving*



A more-rigid platform-type 'Ponton' chassis distinguished the Mercedes-Benz 180 saloon from its 170 predecessor. As well as greatly increasing rigidity, the new design reduced noise and was otherwise notable for carrying the entire engine, transmission, steering, and front suspension assemblies on a detachable rubber-mounted sub-frame.

The four-cylinder engine of the 170S was retained, as was the proven double-jointed swing axle rear suspension, but the newcomer sported altogether more modern coachwork of greater roominess and much-improved all-round visibility.

Introduced early in 1953, the 180 was joined by the diesel-engined 180D towards the end of the year. Exceptional fuel economy was, naturally enough, the diesel's major selling point, while with a top speed of 113km/h (70mph) the 180D gave little away in terms of performance to the petrol-engined 180.

This left-hand drive 180D had the same owner for some 25 years in Denmark before being imported into the UK by a motor dealer earlier this year. No other history is known. The car's mechanical condition is likewise unknown, though it is hoped that an MoT certificate will have been obtained prior to the sale.

**£8,000 - 12,000**

**€9,400 - 14,000**

**No Reserve**

475

## 1956 BENTLEY S-SERIES SALOON WITH RADFORD CONVERSION

Registration no. YMB 555

Chassis no. B110EG

- *Rare Radford-converted Bentley*
- *Incorporates numerous 'Countryman' additions*
- *First registered to Rolls-Royce Ltd*
- *The ultimate transport for that summer picnic*



This Bentley S-Series features coachwork modifications by Harold Radford Ltd. A West London motor dealer specialising in Rolls-Royce and Bentley cars, Harold Radford took the unusual step of setting up as a traditional coachbuilder in the late 1940s, a time when the demand for such products was declining. His first design was for a wooden-framed estate car body on the Bentley Mark VI chassis. Its manufacture sub-contracted to a small firm called Seary & McReady (later absorbed by Radford) this 'Countryman' model was an immediate success, winning the 1948 Concours d'Élégance at Cannes.

The Countryman was later refined, becoming in effect an early version of the 'hatchback' concept applied to the standard saloon body on Bentley and Rolls-Royce chassis as well as those of other prestigious makes. Radford exhibited in the coachbuilding section at the London Motor Show from 1951 to 1963, winning numerous awards, and in the 1960s began to reach a wider public with its luxurious Mini conversions. The firm was acquired by H R Owen in the early 1960s.

Although not given the full 'shooting brake' treatment, this S-Series Bentley incorporates numerous Radford modifications aimed at increasing its practicality. Radford's conversions must have met with a favourable reception at Bentley's parent company Rolls-Royce, for 'B110EG' was first registered to that company, first at Crewe and then Derby, for the use of one A F Kelly. Modifications and additions include a Webasto sunroof, Countryman seats, door cabinets for coffee percolator, picnic tables, wash bowl and water containers, butane gas heater, rear door lockers, boot-mounted fold-out table, Rotaf flare swivelling lamp, and an ice detector.

There is a folder of history with Bentley, which includes the original old-style buff logbook, original factory documentation, a Radford 'Countryman' brochure, and a taped conversation about this car and Rolls-Royce. The ultimate car for the gentleman who has everything, this wonderful S-Series Bentley is perfect for prestigious summer events such as Ascot, Henley and, of course, the Goodwood Festival of Speed and Revival meetings.

**£20,000 - 30,000**

**€23,000 - 35,000**

476

## 1953 MERCEDES-BENZ 300 S COUPÉ

Registration no. 111 HRH

Chassis no. 00196/53

- *First owned by His Majesty King Hussein of Jordan*
- *One of only 560 300 S models produced*
- *Three owners from new*
- *Present ownership since 1999*





The late King Hussein of Jordan occupies an honoured place in the history of the 20th Century. He ascended to the Hashemite throne when only 17 and guided his country through the minefield that is Middle Eastern politics for 46 years. He survived coups d'etat and assassination attempts, and left his country more open and stable than most in the region.

In private life, the King was a great enthusiast for cars in general and motor racing in particular. When karting came on the scene, he bought a batch of karts and founded the Amman Kart Club, where he met his second wife. His wide circle of friends included Sir Stirling Moss, who once nominated King Hussein as the man he most admired.

As a ruler with a close interest in cars, it was natural that he should choose a Mercedes-Benz 300 S Coupé as his personal transport. It was the spiritual heir to the great pre-war Mercedes-Benz models such as the 540 K and was intended for heads of state, the aristocracy, and leading industrialists. It was a third more expensive than a 300 SL Gullwing sports car and considerably rarer.

The 300 S shared much of the Gullwing's basic running gear and suspension, though these were tuned not for outright performance but to transport its owner in comfort, silence, and luxury. With 150bhp, 170lb/ft of torque, and an all-synchromesh four-speed gearbox, the 300 S not only cosseted its occupants but was capable of 110mph with excellent handling.

As a two-seater, it was a car that the King himself drove; it was a personal purchase, rather than a government vehicle for state occasions. As a royal car, the Mercedes was maintained with no regard to cost for the 20 years that the King kept it. That length of ownership itself says everything that needs to be said about this superb machine.

Throughout its history, this original vehicle has had only three owners and it is typical of King Hussein that he became friends with its second owner. They had met by chance in a restaurant and thereafter remained in correspondence. The current (third) owner purchased the ex-King Hussein 300 S at Brooks' Nürburgring Sale in August 1999 (Lot 177).

The car had some restoration carried out circa 15 years ago, when a substantial part of the chassis and under-body was worked on and repainted, and much of the brightwork re-chromed. We are advised that the engine runs but could do with a tune-up, followed by a lengthy drive to stretch its legs. The car was last MoT'd in 2001, since when it has been garaged in London.

Finished in silver with a red leather interior, this superb example of a very rare motor car is featured on pages 128 and 129 of Graham Robson's book, *Magnificent Mercedes*.

**£200,000 - 250,000**  
**€230,000 - 290,000**

477

## 1962 TRIUMPH TR3B ROADSTER

Registration no. not UK registered

Chassis no. TCF 2037L

- Rare end-of-the-line TR3 variant
- One of 3,331 TR3Bs built
- 2.1-litre engine; synchromesh gearbox
- Imported from the USA
- Restored prior to 1999



The known history of this Triumph TR3B commences with a Certificate of Appraisal dated 21.4.99, which states under 'Physical Condition': 'Very Good to Excellent. This is a restored car that needs only final detailing to be competitive at car shows.' The previous owner (prior to the vendor's purchase) was Eugene Thompson of Lorton, Virginia, and the car was registered to him on 21st April 2004. The Virginia title document lists an actual mileage of 68,075. Thompson states that the previous owner Raymond Pavlovich (per the aforementioned Certificate of Appraisal) had reset the odometer on completion of his restoration, and that the odometer read approximately 4,200 miles when he (Thompson) purchased the car in 2004.

The current odometer reading is 5,152 miles, which supports Thompson's statement that the car was in storage with him for seven or eight years, and that he drove it very sparingly over the 11 years of his ownership. Bills and invoices for materials purchased from 2006 through 2015 total almost \$1,250. There are no invoices for labour undertaken during his ownership.

Inspection indicates that the body has never been off the chassis and therefore the car has only been partially restored. The Spa White exterior is the original colour, and there is no indication that the interior seats and trim has ever been other than pale blue. In order to present 'TCF 2037L' as a really first class 'driver', the vendor's to Setford & Co was to go through and fix all mechanical issues, and to improve the general cosmetics as required. To that end, there are invoices for labour, materials and parts totalling approximately £7,500. This includes a new mohair soft top. We are advised that the engine, gearbox, and drive train are strong and in generally excellent order. Setford & Co will provide compression test data confirming this.

The car was imported into the UK in December 2015. All duties and charges have been paid and a NOVA declaration made.

**£22,000 - 28,000**

**€26,000 - 33,000**

478

## 1962 MERCEDES-BENZ 220 SB 'FINTAIL' SALOON

Registration no. 671XUS

Chassis no. A1110126000239

- Imported from Tasmania
- Right-hand drive
- Manual, column-shift, four-speed gearbox
- Restored in 2014



Introduced at the 1959 Frankfurt Auto Show, the 220 Sb saloon was one of three six-cylinder (W111) models sharing a new up-to-the-minute body style. This trio featured unitary construction bodies, independent suspension all round (at the rear by means of a single-pivot swing axle), and powerful servo-assisted drum brakes. Much attention had been paid to improving passenger comfort and safety, the cabin being enlarged and the glass area increased for better visibility, while the incorporation of front and rear crumple zones represented a milestone in automotive safety technology. Designed to appeal equally to European and North American markets, the sleek new body featured tail fins, a styling device then much in vogue, which gave the models their nickname: Heckflosse (Fintail).

Powered by an up-rated (110bhp DIN, 124bhp SAE in the USA) version of its predecessor's 2,195cc overhead-camshaft six-cylinder engine, the 220 S was good for a top speed of around 165km/h (102.5mph). Fuel-injected 'SE' versions followed, the coupé and cabriolet models lacking the saloon's swiftly outdated tail fins, while front disc brakes were standardised on the 220 Sb in April 1962. Production ceased in 1965.

This 220 Sb saloon has had three owners, and has spent most of its life in Tasmania. The previous owner bought the car in 2013 and carried out a bare-metal restoration of the entire body. Works carried out include replacing the front floor panels, the inner and outer front sill panels, and the off-side front inner wheel arch, while the underside has been sealed and the body re-sprayed in its original Antique Ivory. The rubber seals for the doors, windscreen, rear screen and boot have all been replaced.

The seats have been reupholstered in red leather, and all the carpets replaced. Door cards all in excellent original condition. The registration plates are new. The original engine has been stripped and reassembled with all new seals and gaskets, and we are advised that the car cruises easily at 70mph. Described by the vendor as in generally excellent condition, this desirable classic Mercedes is offered with its original owner's manual and service booklet, a V5C Registration Certificate, and MoT certificate valid until to September 2016 (the only advisory was cracked tyres, which have since been replaced).

**£15,000 - 18,000**

**€18,000 - 21,000**

479

## 1974 FIAT 130

Registration no. SRM 106M  
Chassis no. 130BC0003254

- *Styled and built by Pininfarina*
- *Left-hand drive*
- *Automatic transmission*
- *First registered in the Netherlands*



One of two large coupés styled by Pininfarina in the 1970s, the other being the Rolls-Royce Camargue, the FIAT 130 Coupé was arguably the more successful design. Based on the 130 saloon that had appeared two years previously, FIAT's flagship coupé was introduced in 1971 with UK deliveries commencing the following year. A two-door four-seater, the 130 Coupé used only the larger (3.2-litre) of the saloon's two overhead-cam V6 engine options while retaining the latter's all-independent suspension and four-wheel disc brakes.

Producing a maximum of 165bhp, the engine was a development of the Ferrari-designed unit found in the FIAT Dino, but with single-cam cylinder heads and belt-driven valve gear rather than the Dino's chain-driven twin camshafts. Borg Warner three-speed automatic or ZF five-speed manual were the transmission options, while power assistance for the steering came as standard. Top speed of this elegant and luxurious Gran Turismo was 118mph (manual) or 115mph (auto). Production of the 130 Coupé ended in 1977 after 4,491 had been built, only some 500-or-so of which were right-hand drive models.

First registered in the Netherlands on 12th January 1974, this left-hand drive example is finished in silver with grey cloth interior trim and has the automatic transmission option. We are advised by the vendor that the car has had only three owners from new, being registered in the UK on 1st January 2016 to its last owner in the Netherlands. Described by the vendor as in generally very good condition, the car benefits from refurbished alloy wheels, re-trimmed boot area, and a new complete exhaust system.

Representing an exciting opportunity to acquire this rarely seen Pininfarina classic, the car is offered with its old Netherlands registration papers, MoT to August 2017, and a V5C registration document. An original, and very rare, press release pack is included in the sale.

**£10,000 - 15,000**  
**€12,000 - 18,000**



480

## 1965 NSU WANKEL SPIDER COACHWORK BY CARROZZERIA BERTONE

Registration no. ELB 955C

Chassis no. 5601389

- *First rotary-engined production car*
- *Tested by Motor magazine*
- *Convertible to left-hand drive*
- *Fully restored - over £75,000 spent*



With the launch of the Ewald Praxl-designed Prinz in 1957, NSU had re-established itself as a car manufacturer in its own right after a break of 28 years. Only a few years later, the German firm would stun the motoring world when it introduced the first rotary-engined production car: the Wankel Spider. Launched in 1963, the Spider was the first motoring application of Dr Wankel's rotary 'piston' concept, which used a rotor with three convex sides rotating eccentrically in a figure-of-eight-shaped chamber. Its first application was as a compressor or supercharger, the first actual engine being tested in 1957.

This new power unit went into a roadster version of the Bertone-styled Sport-Prinz. Sadly, Wankel's concept was ahead of the available technology, and the engine was bedevilled by rotor tip sealing problems. Subsequent developments by Mazda would see these largely overcome, and the latest tip-seal technology has been incorporated into this car's engine. Modern improvements mean that rotary engines are now regularly running for 100,000 miles. In three years of production, NSU sold somewhere between 2,000 and 2,500 Wankel Spiders, and survivors are relatively rare today.

In dilapidated condition when acquired, this example was purchased by the current vendor in 1980 from marque specialists RoTechniks of Grazely, Berkshire and restored over a period of many years, approximately £76,000 being spent in the process. Related bills are available, including one of £4,500 for an engine rebuild. 'ELB 955C' had been *Motor* magazine's road test car back in 1965, and a copy of their article may be found in the large history file that accompanies the car.

Improvements made during the course of restoration include fitting a rear window de-mister, radio, 6-CD player, and additional instruments. Presented in generally excellent condition, and described as 'better than new' in many respects, this landmark example of motoring technology is offered with an old-style logbook, current MoT certificate, V5 registration document, and the aforementioned history file. An original factory repair manual, a parts list, and a box of spares are included in the sale.

**£18,000 - 24,000**  
**€21,000 - 28,000**

481

## 1971 CITRÖEN SM 2.7-LITRE COUPÉ

Registration no. 1972 MN (IoM)

Chassis no. 00 SB 6121

- *Delivered new to the USA*
- *Five-speed manual gearbox*
- *Present ownership since 1981*
- *Circa 77,000 miles from new*



Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering, and steered headlamps. Eventually, a capacity of 2,670cc was settled on for a power output of 170bhp from the 90-degree V6 engine. Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 140mph, making it the fastest front-wheel-drive car ever when introduced. Fuel injection arrived in 1972, an automatic transmission option the following year, and the engine was enlarged to 2,974cc before the model was prematurely axed in 1975 following Citroën's acquisition by Peugeot. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

Manufactured in November 1971, this example has the desirable five-speed manual gearbox. The car was supplied new to the USA and driven for nearly 40,000 miles by its first owner, then transferred in the late 1970s to the Auburn, Cord, Duesenberg Automobile Museum in Indiana for display. In 1981 the SM was purchased by vendor from ACD and shipped to Europe. A Citroën-recommended dealer in Normandy carried out maintenance, and advised replacement of the timing chains and tensioner - known engine problems. The car was driven around Europe for some 10,000 miles and then brought to the UK (C&E duties and clearance obtained).

It was then taken to a UK Citroen dealer conversant with the SM for further works. The pistons, valves, bearings, and all hydraulic spheres were renewed, and the exhaust system aft of the silencers changed to stainless steel, hence this car's unusual exhaust note. In addition, all the ignition components were renewed, and the lighting changed to European specification (the original US lighting is available from the vendor by request). The air conditioning compressor was replaced, but the system has not been recharged as no facilities existed on the Isle of Man. Other parts changed include the steering wheel (worn through by the first owner's wedding ring) and the notoriously brittle plastic gears of the electric window motors, which have been changed to a stronger metal type made by an SM specialist.

The vendor has used the SM on a regular basis but only on dry days; the total mileage from new is circa 77,000. Finished in pale green metallic with original tan leather interior, this fine Franco-Italian Gran Turismo is offered with State of Indiana Certificate of Title, Isle of Man registration document, and invoices relating to the aforementioned works carried out in France and the UK.

**£20,000 - 30,000**

**€23,000 - 35,000**

482

## 1987 JAGUAR XJ-SC V12 CONVERTABLE

Registration no. D915 OUA

Chassis no. SAJJNACW3CA140223

- *Only three owners from new*
- *c.74,000 miles*
- *High specification model*



Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's TWR company was already producing body and suspension kits for the XJ-S, and in May 1988 the factory embarked on a formal partnership with the Kidlington-based firm, forming JaguarSport 'to develop Jaguars aimed at the more specialist requirements of the enthusiast'.

In August '88 an officially sanctioned model incorporating Walkinshaw's enhancements was launched – the XJR-S – while the full range of JaguarSport improvements continued to be available separately to individual customer order.

Kept stored for 15 years, this Jaguar XJ-S V12 TWR Cabriolet has had only three keepers and has covered circa 74,000 miles from new. Noteworthy features include automatic transmission, power steering, electric windows, alloy wheels, heated seats, radio/cassette, and central locking.

Finished in blue metallic with matching leather interior trim, this exclusive modern Jaguar is described as in generally very good condition and offered with a V5C Registration Certificate and current MoT.

**£10,000 - 12,000**

**€12,000 - 14,000**

483

## 1904 GARRARD SUSPENDED FORECAR PROJECT

Registration no. not registered

Chassis no. to be advised

- *Short-lived British make*
- *Made in Birmingham*
- *Offered in need of completion*
- *Potentially eligible for both the London-Brighton Veteran Car Run and Sunbeam MCC Pioneer Run*



Charles Garrard commenced his association with powered transport in 1902 when he began importing the French Clément clip-on engine, which was designed to fit a standard bicycle. The 143cc Clément engine attached to the front down-tube and drove the rear wheel directly by belt. Frames were made by James Lansdowne Norton, who used a Clément engine for the first of his own motorcycles. Garrard's Birmingham-built machines were marketed under the 'Clément-Garrard' name, and in 1903 a v-twin model was added to the range. Early in 1904 the company announced a tandem-style forecar, which was powered by a water-cooled 4hp v-twin and featured two front wheels, a three-speed gearbox, and shaft final drive. With the introduction of the forecar, the brand name was shortened to plain 'Garrard', though the company disappeared from view soon afterwards.

This ultra-rare three-wheeler was acquired by the current vendor in 1998 as a restoration project, and since then has benefited from a considerable amount of work. The engine has been fitted with new main bearings and new con-rods, though we are advised that the inlet and exhaust valves still require attention, while the front basket is new. Offered in need of completion, the Garrard comes with sundry restoration invoices and is sold strictly as viewed. There is no registration document or other paperwork with this Lot. Subject to a successful dating application, this three-wheeled Edwardian should be eligible for both the London-Brighton Veteran Car Run and the Sunbeam MCC's Pioneer Run for motorcycles.

**£16,000 - 24,000**

**£19,000 - 28,000**

484

## 1904 RAMBLER 7HP RUNABOUT

Registration no. B58537

Chassis no. 4372

- Premier American make
- Delivered new to Australia
- Restored circa 1990
- Extensively rallied in Australia and the UK



Producers of bicycles under the 'Rambler' brand name, partners R Philip Gormully and Thomas B Jeffery diversified into automobile manufacture as early as 1897 with a single-cylinder gasoline engine car. Thomas's son Charles then built two cars of improved design and the company exhibited at the Chicago and New York auto shows in the fall of 1900. These first Jeffery-designed cars were of front-engine, left-hand drive configuration, marking them out as advanced among contemporary American automobiles. Following the death of Philip Gormully, the Jefferys sold their bicycle business and set up as automobile manufacturers in a new state-of-the-art factory in Kenosha, Wisconsin, producing the Charles Jeffery car in revised form. Doubtful that the public would accept a front-engine, left-hand drive vehicle with wheel steering, Thomas Jeffery opted for conventionality in the form of a right-drive, tiller steered car with its engine mounted beneath the seat, the first of these new Ramblers being sold in February 1902. A high quality vehicle offered at a value-for-money price of \$750, the Rambler was an instant success, selling 1,500 units in its first year of production, a figure bettered only by Ransom Eli Olds' curved dash Oldsmobile. Larger, twin-cylinder models followed - some with front engines - and wheel steering had been reinstated by 1904, in which year 2,342 Ramblers were sold.

Imported into Australia in August 1904, the Rambler offered here is an example of the single-cylinder 7hp model. Little is known of the car's history prior to 1969 when it was discovered on a sheep station at Illabo, New South Wales. The Rambler was subsequently restored by Bob Collett, who used the original engine, transmission, axles, rear springs, hub caps, and 80% of the chassis. Modifications include an enlarged radiator, Kingston carburettor, additional crankshaft lubrication, and an enlarged boot.

The rebuilt Rambler returned to the road in 1991 and has taken part in numerous rallies in Australia with the VCCA. It was subsequently sold to well-known collector Merv Kroll, who continued rallying the car until 2010 when it was sold and imported into the UK. While in the present ownership, the Rambler has taken part in the many VCC events as well as local shows and displays. Easy to start and a pleasure to drive with the epicyclic gearbox. It comes with a good file of history to include restoration invoices, correspondence, magazine report, Queensland Registration Certificate, etc, spare parts list, period photographs and a nearly new Brian James twin axle trailer.

£30,000 - 40,000

€35,000 - 46,000

485<sup>N</sup>

## 1984 MERCEDES-BENZ 380 SL CONVERTIBLE WITH HARDTOP

Registration no. not UK registered

Chassis no. WDB107045-2A-020654

- Delivered new to Hong Kong
- Three owners from new
- Extensively refurbished
- Registered in France



This Mercedes-Benz 380 SL Convertible was acquired in March 2003 in Hong Kong by the current (third) owner. The second owner had kept the car from 2000 and 2003. It is understood that the first owner (between 1985 and 2000) was a Chinese lady, who used the Mercedes to drive the five kilometres between her home and the club where she played Mahjong with her lady friends. She never removed the hardtop, and it was left to the second owner to discover the delights of using the car as a convertible.

Hong Kong Island has few roads, and a 40-minute drive at normal speed (not counting the traffic jams) would take you around it, which explains this car's relatively low odometer reading of circa 90,000 kilometres. We are advised that the Mercedes is a lovely drive and very easy to manage in town; indeed, the current owner used the SL to drive to work (and to the beach...) every day. When the time came for him to leave Hong Kong in 2009, he did not want to leave his precious 'toy' behind and took it with him to France.

Kept garaged since 2003, the Mercedes has benefited from extensive restoration undertaken in both Hong Kong and Paris with a view to returning it to original condition. A new rear shock absorber was fitted in 2006; the upholstery, interior leather, and soft top were re-trimmed in 2007 (and kept in excellent condition by regular attention thereafter); the electrics overhauled in 2009; hardtop leather parts, fabric and handles refurbished in 2010; new windscreen washer tank and de-mist system installed in 2010; new carpets fitted in 2012; new front wings, full body repainting, and anti-corrosion treatment in 2013; front seats refurbished in 2013; wheels refurbished and painted in 2014; and a new windscreen, speedometer and timing chain fitted in 2016.

The car has all the optional accessories available at the time including air conditioning, electric windows, electric de-misting, and electric passenger-side external mirror. It comes with all its original parts and accessories: Blaupunkt K7 radio/cassette (not installed), UK headlight covers, and a bespoke winter car cover; a modern CD player is fitted and the car also comes with its original first aid kit and tool box. Currently registered in France, the Mercedes has been serviced regularly, as evidenced by invoices on file, and properly maintained. In true German fashion, the engine runs like a watch.

£15,000 - 20,000

€18,000 - 23,000

486

## 1989 ROVER ERA MINI TURBO SPORTS SALOON

Registration no. G375 CAF

Chassis no. SAXXLSS1T20435721

- One owner from new
- One of only 99 UK-specification ERA Minis built
- One of only 30 in Flame Red
- Fully restored in 2002



The current vendor ordered this ERA Mini Turbo through Hicks, the Rover dealer in Truro, Cornwall. The original customer copies of the order form and invoice are on file. The car was ordered without the full leather option but came with the additional front spotlights (since replaced with a generic after-market type).

For most of the last 26 years the vendor has used 'G375 CAF' as his daily driver. In 2002, at circa 152,000 miles, the car was fully restored by Somerford Minis of Chippenham (photographs on file). In 2011 the outer sills were replaced together with the outer skin on the driver's door and also the bonnet. In late 2014, the front offside wing was replaced and some minor work carried out on the adjoining front panel seam and scuttle. Both front floor panels were replaced in March 2016. The carpets are original but the under-felt has been renewed (also in March 2016). The cloth elements of the seats and cards were replaced in 2006. All the leather is original.

At time of cataloguing (mid-June 2016), the odometer reading is circa 15,000 miles. This has been 'around the clock' twice so the actual mileage is circa 215,000 miles. However, there have been a couple of periods when the mileage was not recorded and the true figure is estimated to be circa 245,000 miles.

The original engine was replaced by Hicks circa 1993 with a 'short' engine, number 'BHM 1661 000 132'. This was replaced during 2015 by Alan Jeffery Enginetuner Ltd in Plymouth with, it is believed, a clean block that was then bored out to 0.020" oversize. This replacement block is un-numbered but the plate from 'BHM 1661 000 132' is still with the vehicle. The gearbox was rebuilt and the front wiring loom replaced while the car was with Alan Jeffery.

The original turbocharger was replaced with one from Turbo Technics in mid-2010 (at circa 210,000 miles) since when approximately 35,000 miles have been covered. The Whitter tow bar was fitted in 1996 to tow a small box trailer. (The VIN Plate does not specify a train weight for this vehicle so it cannot be recommended for towing). Since the engine and gearbox rebuild (some 3000 miles ago at time of cataloguing), the car has not been used for towing.

There are in excess of 160 bills on file totalling £67,000, though this does not represent the entire amount spent over the last 26 years. MoT'd to December 2016, the car also comes with its original handbook pack; a V5 registration document; a quantity of expired MoT certificates; an original Rover parts microfiche; and some original cuttings from the local press covering the car's delivery.

**£10,000 - 12,000**  
**£12,000 - 14,000**

487

## 2002 LTI TXII 'JUBILEE GOLD' TAXICAB

Registration no. LG02 UOT

Chassis no. SCRT2B6ME2C150631

- One owner from new
- Rare Jubilee Taxi Cab
- c.5,300 from new



The TX1 replaced the ageing FX4 London Taxicab in the mid-1990s. As well as an improved interior, the TX1 incorporated several design cues linking it with its much-loved predecessors, and was accepted as continuing the marque's traditions. In 2002 it was replaced by the TXII, which used the 2.4-litre Ford Duratorq diesel engine.

This London taxicab was painted gold to celebrate HM The Queen's Golden Jubilee in 2002. Only 50 were produced in 'Golden Jubilee' livery, with not all being sold prior to the event. The unsold vehicles were subsequently stripped of any Golden Jubilee connections and sold as ordinary taxis, making examples such as this one even rarer.

The vehicle has had one registered keeper - an enthusiastic monarchist - and was used as a taxi for the first six weeks of its life, and never in wet weather, since when it has been garage stored. Presented in stunning original condition - it even retains its original tyres - the taxi is currently MoT'd and ready to use. 'LG02 UOT' has covered circa 5,290 miles, not the 52,969 recorded on one of the MoT certificates, which is a mistake made by the MoT station (see DVLA correspondence and other certificates on file). A substantial amount of Jubilee memorabilia is available to the successful purchaser via separate negotiation post sale.

**£10,000 - 12,000**

**€12,000 - 14,000**

**No Reserve**



488

Property of a deceased's estate

## 1983 BRISTOL BRITANNIA SPORTS SALOON

Registration no. DLN 258Y

Chassis no. 603S308507032

- From the estate of a Bristol Owner's Club member
- Present ownership since 2002
- Automatic transmission
- Well maintained



Bristol's long line of Chrysler V8-engined sports saloons began in 1961 with the launch of the 407, though in both styling and running gear the newcomer closely resembled the preceding six-cylinder 406. The chassis was up-dated and the styling revised periodically throughout the 1960s, a process that culminated in the 411 of 1969. After five series had been built the 411 was phased out as the 603 saloon and Zagato-styled 412 convertible came on stream in 1975/76; the latter making a clean break from the traditional Bristol look while retaining its predecessor's chassis and Chrysler engine, though the latter was later downsized to from 6.6 to 5.9-Litres.

In 1980 Bristol abandoned its traditional numerical nomenclature with the launch of the Beaufighter, and succeeding models would likewise use names drawn from the company's not inconsiderable aircraft manufacturing heritage. A development of the 412, the Beaufighter used a turbo-charged version of the Chrysler V8, and while in Rolls-Royce fashion the power output remained officially undisclosed, it was sufficient to propel the car to 150mph with a sub-6.0 second 0-60mph time to boot. Meanwhile, the 603 saloon had been revised as the Britannia, the turbo-charged version of which, launched in 1983, was dubbed 'Brigand'.

Although more modern in appearance, these 1980s Bristols were hand built with aluminium coachwork in the traditional manner, much as their forebears had been in the late 1940s. The interior fully justified the Bristol's 'Gentleman's Express' sobriquet, featuring leather-upholstered armchair-like seats and acres of walnut embellishment. The use of the finest materials and the fact that each of these craftsman-built cars took between 16 and 20 weeks to complete explains the lofty price tag, which in the Britannia's case was in excess of £45,000.

This Britannia has had only five owners over the course of the last 33 years. The late enthusiast owner - a member of the Bristol Owners' Club - acquired the car in 2002 and has had it regularly serviced and maintained by his local specialists, American Car Care Centre of London NW11. There are numerous invoices on file, and the Britannia also comes with a score sheet issued at the BOC's 2004 Annual Concours where it received a 2nd-in-class award. Finished in brown with matching leather interior, the car is offered with current MoT and a V5C Registration Certificate. Paraphrasing the late owner's own words: 'For reliability, comfort and luxury, a Britannia offers *Gran Turismo* motoring at its best.'

£16,000 - 18,000  
€19,000 - 21,000

489

## 1968 ASTON MARTIN DB6 'MARK III' VANTAGE SPORTS SALOON

Registration no. WLK 631G

Chassis no. DB6/3504/R

- 1968 Earls Court Motor Show car
- Single family ownership since 1998
- Offered from long-term storage
- Restoration requires completion



*'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.'* – *The Motor* on the DB6, 26th November 1966.

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

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



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

Like *Motor*, *Autocar* found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80.

A home-market model manufactured to Vantage specification, chassis number 'DB6/2594/R' was ordered with Motorola radio, chrome road wheels, heated rear window, three-ear hubcaps, power aerial, anchorage points for front seat belts, and two extra sets of carpets. The original colour scheme was Celeste metallic with dark blue Connolly leather trim, while the Webasto sunroof is a later addition. Originally registered 'WPE 828G', the Vantage was sold new via H W Motors to Anthony F Klima Esq of Banstead, Surrey. The original engine was '400/3669/VC'.

The Aston previously belonged to the vendor's late brother, though the precise date of the latter's acquisition is not known (believed 1998). The owner before him (from 1977) was a Dr William Markland of New Romney, Kent, and there are expired MoT certificates on file showing that Dr Markland covered only 789 miles in the car between January 1980 and July 1985.

When acquired by the vendor's brother, the Vantage had light frontal damage. From 2001 onwards, the vendor accumulated parts necessary to repair the car, the works subsequently carried out being detailed in a document on file (perusal recommended). The engine had been dismantled prior to 2001 and was rebuilt with new parts wherever necessary. The original (cracked) block is available. We are advised that the engine runs and displays good oil pressure, but would benefit from fine tuning. Chassis plates are not fitted but are included in the sale. Works still to be carried out include a repaint, fitting new headlining, reinstalling the re-trimmed Webasto sunroof, and general re-commissioning.

Accompanying documentation consists of a copy of the original logbook, three expired MoTs and a V5 registration document, and the car also comes with its original tool roll, original Epco jack, and an owner's manual.

**£200,000 - 250,000**  
**€230,000 - 290,000**

490

## 1913 NAPIER 15HP DOCTORS COUPÉ

Registration no. LK 6256

Chassis no. 12165

- Rare model from premier make
- One of 3,274 15hp models made
- Five owners from new
- Present family ownership for 30 years



Best known for its highly successful WWI aero engines, the precision engineering firm of D Napier & Son of Lambeth was first established in 1808. Headed by Montague Napier, the company turned to automobile manufacture at the turn of the 19th Century, swiftly forging a formidable reputation thanks to the racing and record breaking exploits of its sole distributor, S F Edge. The company manufactured a diverse range of engine types before introducing the world's first commercially successful six in 1904 and moving into the luxury car market. Outclassed by Rolls-Royce's Silver Ghost, Napier's larger models faded away after 1911, to be replaced by more modest offerings.

Developed from an earlier 15hp model launched in 1907 as a more affordable foil to the huge sixes that had established Napier's reputation, the four-cylinder 15hp introduced at Olympia in 1910 was the company's most successful model. 'A sturdy car without frills,' it cost £350 in chassis form, to which Napier's own four-seater bodywork added an extra £80 (plus an extra £7 for the windscreen). The 15hp Colonial model was produced especially for those countries where rough roads prevailed, featuring raised suspension, larger wheels and an engine installed 'back to front' so that the large flywheel was protected by the front axle. As the flywheel rotated in the opposite direction to other Napiers, it was dubbed the 'anti-clockwise' model.

The Napier offered here is a unique example of an Edwardian motor car in its original condition, having had only five owners in its 100 years of history. Except for the occasional puncture, it never 'failed to proceed'.

Seating is three inside and two in the uncovered dicky at the rear. The four-cylinder 15hp engine has three forward gears plus reverse. A self starter was fitted by Napier in the late 1920s. The car has brakes on the rear wheels only, and a transmission brake operated by pedal. Top speed is around 50mph.

The original owner in 1913 was a Harley Street doctor, who was followed in 1921 by Mr A V Campbell-Lambert. Mr Campbell-Lambert drove the Napier until he was 90 years old, taking it on numerous continental holidays in the 1920s and 1930s. These included trips to France, Belgium, Switzerland, and Vienna, Austria where it acquired the 'Potsum Pass' dashboard plaque. Back home in England, the car was driven every day around his farm in Suffolk.

Upon Mr Campbell-Lambert's death in 1964, his grandson inherited the Napier, joining the Veteran Car Club a year later. He took it on numerous rallies, including Manchester-Blackpool and Hull-Scarborough, before selling the car in 1985. For the last 30 years, 'LK 6256' has been owned by the same family. During this time it has been actively rallied both at home and abroad, and has always proved reliable. An electric fuel pump, electric starter, and a Zenith carburettor are sensible provisions. Finished in blue/black with blue leather interior, this charming 'Brass Era' motor car is offered with a VCC Certificate of Dating, current MoT, and a V5 registration document.

£35,000 - 45,000  
€41,000 - 53,000

491

## 1926 ANSALDO, 4CS 6 LIGHT SALOON COACHWORK BY HARRINGTON

Registration no. YO 7810

Chassis no. 7384

- *Four cylinder, overhead valve engine*
- *Exceptionally rare survivor*
- *Beautifully proportioned*



One of Italy's largest engineering groups, Ansaldo needed to find a use for its Turin aero engine factory after WWI and decided to diversify into motor manufacturing. Production of an advanced light car - the Tipo 4 - commenced in 1919. Designed by Ansaldo's chief engineer, Guido Soria, it was powered by an overhead-camshaft four-cylinder engine displacing 1,847cc and featured an American-style central gearchange to the three-speed 'box'. In 1923 Ansaldo introduced four-wheel brakes to the range and launched its first six-cylinder model, the 1,990cc 6AN. Ansaldo seemed to have established itself in the motoring marketplace when the group was broken up on Mussolini's orders in 1927, the car division being sold to Macchi.

Soria found employment elsewhere but had left designs for two luxury cars on the drawing board, which appeared after he left. Car production fizzled out during the early 1930s, though the Ansaldo name subsequently appeared on Viberti-built trolleybuses; the original company continued with its other engineering enterprises. Offered here is a unique example of the 1,980cc 4CS, a model introduced by Ansaldo in 1922. The four-cylinder, overhead-camshaft engine has a claimed output of 48bhp, good enough for a top speed of 70mph, while power reaches the rear wheels via a three-speed 'crash' gearbox.

This car is one of a tiny handful of surviving Ansaldo's, of which only four are resident in this country. Many Ansaldo's were exported to New Zealand, and most of the survivors are located in the Southern Hemisphere. Imported into the UK in chassis form by a Royal Navy captain, who owned it for 20 years, 'YO 7810' carries Weymann-type six-light saloon coachwork by Thomas Harrington Ltd of Brighton; the original 'snakeskin' finish is still visible in areas where the later brown cellulose has worn off.

The lady vendor's late husband acquired the Ansaldo in 2000. Details of previous owners may be found in the history file. The car is described by the vendor as in generally good condition mechanically, with 'fair' bodywork and paint, while the original interior benefits from a re-upholstered front seat. Accompanying documentation consists of an old-style logbook, current MoT, a V5C registration document, and the aforementioned history file.

**£16,000 - 20,000**

**€19,000 - 23,000**

492

The ex-*'Heartbeat'*

## 1967 LAND ROVER SERIES IIA 4X4

Registration no. KDN 651E

Chassis no. 24129675D

- Used on the ITV series *'Heartbeat'*
- Restored by Peter May Classic Land Rovers
- Overdrive transmission
- Large history file



This short-wheelbase Series IIA Land Rover will be familiar to the millions of viewers who regularly tuned in to watch the immensely popular ITV drama series *'Heartbeat'*, set in North Yorkshire during the 1960s. Registered 'KDN 651E' in 1967, the Land Rover was driven in the series between 2006 and 2010 by District Nurse Carol Cassidy, played by Lisa Kay, and was also used to tow a trailer containing filming equipment and scenery props. Prior to its starring role on *'Heartbeat'*, 'KDN 651E' had been restored by Peter May Classic Land Rovers of Harrogate.

The restoration included fitting a new galvanised chassis, rebuilding the engine, and fitting a new carburettor, fuel tank, wiring loom, and a host of other mechanical components, body panels, etc. The Land Rover was registered to Mr May's mother, Diane May, from June 1994 to April 2006, and again from September 2009 to January 2011. In the intervening period, 'KDN 651E' was owned by Classic Action Vehicles, which hired it out to Yorkshire Television, producers of *'Heartbeat'*.

When the vehicle was sold on, the next owner replaced the canvas top - as used in *'Heartbeat'* - with a 'tropical' insulated roof, and fitted a rear door in place of the original tailgate. The Land Rover was in this form when it was purchased by previous owner Andy Caple in October 2012. Fortunately, the canvas top and hood sticks were still with the vehicle, as was the tailgate, making a return to *'Heartbeat'* specification relatively simple. 'KDN 651E' then went back to Peter May's Harrogate workshop to be checked over, and any faults rectified. The original being worn, Exmoor Trim provided a new canvas top in the correct shade of blue (the original canvas has been retained), while modern wing mirrors have been fitted in the interests of safety, but are easily removable.

Described by the private vendor as in generally very good condition, this famous TV Land Rover is offered with a V5C registration document and an archive box of restoration invoices, press cuttings, magazine features, photographs taken on the *'Heartbeat'* set, etc.

**£18,000 - 22,000**

**€21,000 - 26,000**

493

## 1955 DAIMLER CONQUEST CENTURY ROADSTER

Registration no. PYM 938

Chassis no. 90470

- Rare sporting Daimler soft-top
- 1955 Brighton Concours winner
- Restored in 1988
- Present ownership since 1990
- Recent extensive refurbishment



1. Winning Brighton Concours 1955 with original owner, one "J. Bond" of London

Daimler production records kept at Gaydon show that this Conquest Century Roadster was ordered on 22nd September 1954 and despatched to Stratstone, the Daimler main agents, in April 1955. Fondly known to the owner as 'Penelope' (after the 'Thunderbirds' character, Lady Penelope), this car has the more elegant aluminium two-seat roadster body (later cars were steel) and the up-rated engine. A photograph on file shows the Daimler winning the 1955 Concours d'Élégance in Brighton with the first owner, Mr J Bond of London W2, and his lady companion. Records show that only two Roadsters had wind-up windows and quarter-lights fitted, this example being one. These features were installed after delivery and the Brighton photograph shows the car before the fitting.

In 1969, engine number '72995' was replaced with '74707', since when only 17,000 miles have been covered, most with the current owner. The Daimler was fully restored in 1988, the body being rebuilt by Marcos Cars at a cost in excess of £6,000. Further body works were undertaken by Rod Jolley Coachbuilding in 1994, and the car also benefits from recent extensive refurbishment.

Carried out in 2014 by NICAL Engineering Ltd of Beaulieu (as used by the NMM), this thorough mechanical overhaul included a new complete exhaust; brake system rebuild including handbrake; gearbox removal and new bushings, oil seals, and adjustments: torsion bar reset; suspension and steering realignment: lighting electrics; underside Waxoyled; gear shift overhaul; new distributor and ignition system; engine top-end overhaul (valves, gaskets, etc); and various minor tidying. In addition, the wheels were recently shot-blasted, repainted, re-shod and balanced.

Owned by a Beaulieu collector since 1990, 'PYM 938' has covered a believed-genuine 46,000 miles from new and is described as in near pristine condition and ultra reliable. The car is finished in Old English White with red leather interior, and is fitted with a recently overhauled red vinyl hood. Non original additions consist of radial tyres (x5), front seat belts, period radio (1960), and two interior lights. Accompanying documentation consists of all logbooks, registration documents, and MoTs since 1981, together with road tax discs and most invoices from new. The car also comes with a workshop manual, factory parts catalogue, and an original owner's handbook.

**£32,000 - 38,000**

**£37,000 - 44,000**

## 1927 ROLLS-ROYCE 40/50HP PHANTOM I TOURER COACHWORK BY WINDOVERS

Registration no. WV 383

Chassis no. 47YC

- *Delivered new to Rolls-Royce, Bombay*
- *Premier coachbuilder*
- *Unique specification*
- *Generously equipped*



Rolls-Royce's 'single model' policy had proved to be an outstanding success for the company, but immediately after the end of the Great War the recession in the motor trade prompted the introduction of a smaller, cheaper, 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, the advanced newcomer's arrival only serving to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Long-awaited successor to the 'Ghost, the New Phantom arrived in 1925. 'After seven years of experiment and test, in the course of which no promising device had remained untried, the 45/50hp Phantom chassis emerged, and is offered to the public as the most suitable type possible for a mechanically propelled carriage under present-day conditions,' announced Rolls-Royce.

Retrospectively known as the Phantom I, the newcomer boasted an entirely new push-rod overhead-valve, 7,688cc, six-cylinder engine with detachable cylinder head, a unit considerably more powerful than that of its Edwardian predecessor.

The New Phantom, like the 20hp, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame. Some 2,212 Phantom I chassis had left Rolls-Royce's UK factory by the time production ceased.

In January 1927, long-wheelbase chassis number '47YC' was despatched for bodying as an open tourer to the respected coachbuilding firm of Windovers. Founded in 1856 in Huntingdon but from 1924 based in North West London, Windovers diversified into the manufacture of motor bodies in the early 1900s, concentrating on quality marques – chiefly Daimler and Rolls-Royce at first – before adding the likes of Alvis, Armstrong-Siddeley, Lagonda, Lanchester, Mercedes-Benz and Bentley to its portfolio in the 1930s. The body for '47YC' was ordered on 22nd July 1926.

The Phantom was delivered new to Rolls-Royce Ltd in Bombay, India, having been despatched by sea on 29th January 1927. The accompanying copy chassis card notes 'R R Demonstration', and records the first owner as S K Chowdhury Esq of Alipore, Calcutta from 2nd July 1928. No additional owners are listed. The car is pictured on page 56 of High Dalton's book 'Rolls-Royce - The Derby Phantoms'.





Boasting mother-of-pearl dashboard embellishment, an impressive array of white-faced nickel-plated instruments (to special order), and a concealed pistol tray, '47YC' would have been one of the world's most expensive cars when it was produced. With its bonnet and upper surfaces of polished aluminium, it is typical of the many so-called 'Maharaja' Rolls-Royces that were sent to the British Empire's 'Jewel in the Crown'. Large and magnificent, it is the very epitome of a Vintage-era open tourer. The interior is upholstered in pale blue leather throughout with darker blue carpets, while the hood is of high quality dark blue mohair that matches the dark blue paintwork. A full set of side screens comes with the car, and there is also a detachable Auster screen for the benefit of passengers in the rear. The steering wheel has a special-order horn ring, an item rarely seen on Phantoms of this era. Lighting is all top-quality Steven Grebel equipment, the swivel-mounted tiger hunting lamp being particularly worthy of note. The under-bonnet area is nicely detailed and retains its original under-trays. A large luggage trunk is carried at the rear. Polished aluminium wheel discs are fitted to all four wheels and also to the twin side-mounted spares.

Built to impress and unashamedly ostentatious, this unique Rolls-Royce Phantom would make a wonderful addition to any private collection.

£170,000 - 190,000

€200,000 - 220,000



495

## 1937 ASHLEY CLEAVE 1,250CC BROOKLANDS SPECIAL

Registration no. CCV 952

- *Unique Morris-based competition special*
- *In-period Brooklands competitor*
- *Winner of some 500 awards*
- *Eligible for many of the most prestigious events and race series*
- *Part-restored condition*



1. Image part of lot

This unique competition special was built in 1937 by Ashley Cleave from a crashed Morris Eight saloon. Used for trials, hill climbing, and sprints, the Cleave Special was originally fitted with a supercharged sidevalve engine. W Ashley Cleave was a Director of Callington Motors Ltd in Cornwall - Morris main agents - and when the new overhead-valve 1,250cc XPAG engine became available in 1939, he fitted one of those. 'CCV 952' competed at Brooklands in 1937, and a photograph of it on the start line is reproduced in Bill Boddy's excellent article on the car published in *Motor Sport* (December 1973 edition, copy available). Boddy observes that in trials events, the little Morris '*proved capable of doing well against opposition from such as the blown MG Musketeer Magnettes and their successors, the Cream Cracker and Musketeer MG Midgets.*'

After WW2 the car competed in many hill climbs, sprints, and circuit races, accumulating some 500 awards, which must make it one of the most successful competition specials of all time. A special Morris Ten engine - reduced in capacity to 1,086cc for the 1,100cc class - was fitted, running on 'dope' fuel, while performance was further enhanced by new, lighter bodywork. In this form, 'CCV 952' was timed at over 90mph, which was some going for an un-blown 1,100cc car back in the late 1940s. Ashley Cleave was still competing in the car well into his 70s.

Ashley Cleave's Morris is a designated Brooklands Competitor and recognised as such by the Brooklands Society. It is also a designated 'Shelsley Special', and is featured more than once in Simon Taylor's '*The Shelsley Walsh Story*' and also in Peter Tuthill's history of the Davidstow circuit in Cornwall, where it is pictured out-accelerating a works Connaught off the start line!

As presented today, the car has a restored chassis and suspension and is fitted with a period-correct engine and gearbox. We are advised that little work should be required to complete the restoration of this unique and historic car, which is eligible for many of the most prestigious events and race series.

**£25,000 - 30,000**

**€29,000 - 35,000**

496

## 1935 GRAHAM MODEL 68 STANDARD SIX SALOON

Registration no. VAS 269

Chassis no. 13558013

- One of only five known survivors
- Fully restored example
- Powerful Saloon



Originally commercial vehicle manufacturers, the three Graham brothers sold out to Dodge in 1926. The following year the Grahams bought the struggling Paige-Detroit Motor Car Company, continuing the existing Paige car for 1928 alongside a new Graham-Paige line-up. A staggering 73,195 cars were sold in Graham-Paige's first 12 months, a US auto-industry record at the time. High performance was a strong selling point in G-P's early years, one example setting speed records at the Brooklands track in England while another held the Mount Washington climb record. The company name was shortened to simply Graham in 1930. Despite a succession of styling innovations - its Bluestreak and 'shark nose' models are among the most striking of the 1930s - Graham never fully recovered from the Depression years and built its last car in 1940.

This right-hand drive Graham Model 68 saloon is on the 116" wheelbase chassis and has the 3.7-litre engine. We are advised that only five are known worldwide. The Graham was imported from South Africa in 2003 and purchased from the importer by the current vendor. In 2011 Rees Brothers carried out a full restoration of the body, engine, and gearbox at a cost of £18,500. The recorded mileage of 65,500 is believed genuine. Described as in generally good condition, with excellent body and paint, the car is offered with restoration invoices and photographs, a V5C document, and current MoT.

**£10,000 - 12,000**

**£12,000 - 14,000**



497

### 1989 MERCEDES-BENZ 300 SL CONVERTIBLE

Registration no. F373 CVK  
Chassis no. WDB1070412A093000

Mercedes-Benz revived one of its most famous model designations of all time when it introduced the new 300 SL in 1985. However, on these occasions the newcomer was not a thinly disguised sports racer but the latest in a noble line of six-cylinder luxury Gran Turismos stretching back to the 230 SL of 1963. When the original Type 113 bodyshell finally bowed out on the 280 SL in 1971, it was replaced by the V8-engined Type 107, and there would not be a six-cylinder model in the range for a further nine years, an omission rectified in 1980 with the launch of the new 280 SL. The latter used the same twin-overhead-camshaft unit as the other '280' models, and with 185bhp on tap was good for a top speed of 127mph. When the 300 SL took over in 1985 it came with a single-cam engine that produced a mere 3 horsepower more at the top end, the main gains over the superseded smaller motor being a useful increase in torque and a marked reduction in fuel consumption. This 300 SL Convertible is finished in green with cream leather interior and has the automatic transmission option. Accompanying history consists of a V5C registration document and a substantial quantity of receipts for servicing, etc accumulated by previous owners, including one for a new convertible hood. During the current vendor's ownership, the car has benefited from a set of new wheels and tyres (cost £2191.60), since when only some 500 miles have been covered; the car has also been fitted with new headlights at a cost of £1,876.44 (bills available). Described as in generally good/very good condition, this desirable Mercedes-Benz soft-top is MoT'd to February 2017 and currently displays total of *circa* 104,000 miles on the odometer.

**£10,000 - 12,000**  
**€12,000 - 14,000**



498

### 1972 MERCEDES-BENZ 280SEL 4.5

Registration no. AWX 89K

The 4.5-litre engined 280 SE (Type W108) typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s. The ultra-luxurious 450 SL Roadster/Coupé was the model chosen in 1971 to launch the magnificent new 4.5-litre V8 engine. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 225bhp courtesy of Bosch electronic fuel injection and transistorised ignition. It helped meet the demands of the vitally important United States market, and was soon outselling the 3.5-litre version. As usual, there was also an 'SEL' model on a longer wheelbase. Although W108 sales worldwide reached nearly 383,000, the 280 SEL 4.5 achieved fewer than 22,000, making it relatively rare. These cars were also the last Mercedes-Benz models with the classic stacked headlamps. This left-hand drive 280 SL 4.5 was imported from the USA two years ago and is believed to have been resident in Florida from new; there are bills totalling over \$20,000 in history file. Noteworthy features include automatic transmission, power steering, electric windows, metal sunroof, central locking, and a stereo system. Registered as an Historic Vehicle (zero duty) and described as in good condition for its age, driving well, this 280 SEL 4.5 comes complete with owner's manual, two keys, current MoT, and a V5C registration document.

**£10,000 - 12,000**  
**€12,000 - 14,000**

499

### 1947 MORGAN 4/4 SPORTS PROJECT

Registration no. CFK 552

Chassis no. 1591

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeler car at Olympia in 1910, coincidentally with an upsurge of interest in cycle cars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. Competition from small sports cars forced the adoption of a conventional three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory the following year. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after. In 1937 the F4 formed the basis of the first four-seater, four-wheeled (4/4) Morgan and the following year a special Coventry Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season alongside a new 2+2 drophead coupé, and would continue to power the 4/4 up to 1950. This particular Morgan 4/4 was acquired by the present owner circa 1971 and used for local day trips and other pleasurable motoring. Family commitments led to a reduction in its use, and in the mid 1970s the car, which was still in running condition, was laid up with a view to its future restoration. As is so often the case, other projects and, latterly, the owner's advancing years prevented the rebuild from getting off the ground, resulting in the Morgan remaining untouched for the last 40 or so years. Offered for restoration and sold strictly as viewed, the car comes with an old-style logbook, V5 registration document, and an expired MoT (1979).

**£4,000 - 6,000**

**€4,700 - 7,000**

**No Reserve**



500

### 1956 BENTLEY S1 SALOON PROJECT

Chassis no. B445CM

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S1 is arguably the most user-friendly of all post-war Bentleys. We are advised that this Bentley S1 saloon was previously owned by the Crawhall family, one of whose ancestors - Joseph Crawhall III (1861-1913) - was a famous water-colourist. The car is presented in original and un-restored condition, and with the engine dismantled but complete. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£8,000 - 12,000**

**€9,400 - 14,000**

**No Reserve**





501

### 1949 MORGAN 4/4 SPORTS PROJECT

Registration no. DVL 710  
Chassis no. G1874

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeler car at Olympia in 1910. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. Competition from small sports cars forced the adoption of a conventional three-speeds-and-reverse gearbox in 1931. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after. In 1937 the F4 formed the basis of the first four-seater, four-wheeled (4/4) Morgan and the following year a special Coventry Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced during the 1939 season alongside a new 2+2 drophead coupé, and would continue to power the 4/4 up to 1950. This particular Morgan 4/4 was in UK ownership up to 2008 and then exported to Holland. It was re-imported in 2014 and since then has been kept unused in dry storage. The car retains its original registration and comes with a V5 document. Upgraded brakes are the only notified deviation from factory specification.

**£10,000 - 15,000**  
**€12,000 - 18,000**



502

### 1955 MG MIDGET TF 1500 ROADSTER

Registration no. not UK registered  
Chassis no. TF 6880

As popular now among enthusiasts of traditional British sports cars as it was in its heyday, the TF was mechanically little different from the outgoing TD II, retaining its predecessor's body centre section while featuring a changed front end with shortened sloping radiator grille, and headlamps faired into the wings, plus an improved interior with separately adjustable seats. The TD's 1,250cc, XPAG engine was retained at first, but the need for more power prompted the swift introduction - in November 1954 - of the TF 1500 (with 1,466cc XPEG engine) which accounted for more than half of total production. With the larger engine, top speed improved by some 5mph and was now within a whisker of 90mph, with 60mph coming up in around 16 seconds, more than two seconds quicker than the 1250. Last in a noble line of traditionally-styled MG sports cars, the TF sold well, 9,600 being produced between October 1953 and May 1955. This left-hand drive TF 1500 was imported from Holland in 2014 having previously been (it is believed) in the USA. The car was re-sprayed in 2015 but otherwise has been kept in dry storage. It is offered with Dutch documents, HMR&C paperwork, and a NOVA declaration.

**£18,000 - 22,000**  
**€21,000 - 26,000**

503

### 1979 FIAT X1/9 1500 COUPÉ

Registration no. SKB 275T

Chassis no. 0107963

Finished in gold with cream interior, this right-hand drive FIAT X1/9 was bought new by a Liverpool farmer, Mr John Shacklady, who passed it on to his son, Ian. A desirable five-speed model, the FIAT was little used over the next few years, spending most of the time in dry storage. Ian Shacklady died in 2006 and the car, which even now has covered only 6,000 miles from new, remained in storage until his widow decided to sell it. A previous owner had known the FIAT from new so decided to buy the car, which was re-commissioned and offered for sale at Bonhams' Harrogate Sale in November 2009 (Lot 441). The current vendor purchased 'SKB 275T' at Bonhams' Oxford Sale in March 2010 (Lot 408), since when the cam belt has been changed and the brakes overhauled. The car remains as it left the factory in every respect, even down to retaining its original Pirelli Cinturato tubed radial tyres, and is described as 'as new' condition, ready for use or show. Representing a wonderful opportunity to acquire a barely used example of this 'baby Ferrari', the car is offered with sundry bills, MoT to April 2017, and a V5C registration document.

**£8,000 - 12,000**

**€9,300 - 14,000**

**No Reserve**



504

### 1970 RELIANT SCIMITAR GTE SPORTS ESTATE

Registration no. BME 57H

Chassis no. 450979

Following its first forays into the sports car market - the Sabre and Sabre Six - Reliant finally began to get it right in 1964 with the introduction of the Scimitar. The handsomely styled newcomer's coupe body was the work of the Ogle design studio, while beneath the skin there was a new chassis, plus the running gear and Ford 2.5-litre straight-six engine of the Sabre Six. The Scimitar's straight-line performance was excellent right from the start - 116mph and 0-60 in 11.4 seconds - and once the rear suspension had been revised (in 1965) it possessed handling to match. A little fewer than 300 were made before the arrival of the improved, Ford V6-engined versions in 1966. Introduced in October 1968, the trend-setting Scimitar GTE established an entirely new class: the sports estate. Based on the Tamworth firm's existing Scimitar GT coupé, the newcomer boasted a new chassis both longer and wider than its predecessor's while retaining the latter's basic running gear and 3.0-litre Ford V6 engine. Like the coupé, the glassfibre-bodied GTE was the work of Ogle Design, whose brilliant idea was the incorporation of a glass 'hatchback' rear door in a semi-fastback, estate-type 2+2 bodyshell. Blessed with strikingly good looks that would stand the test of time, the GTE was comfortable, practical and fast. The model proved a huge commercial success for Reliant and spawned a host of imitations from larger manufacturers. This example has the desirable manual/overdrive transmission option and is finished in blue with black leather interior. Old V5 registration documents on file trace the ownership back to Derek Harris, who acquired the car in 1986; he was followed by Alan Betteridge (September 1999) and then the current vendor, from June 2015. While in Mr Betteridge's ownership the GTE was restored as evidenced by related invoices on file dating from 2001. Described as in generally excellent condition, the car also comes with MoT to July 2017 and a current V5C Registration Certificate. Classed as an historic vehicle, it is zero-rated for road tax purposes.

**£7,000 - 10,000**

**€8,200 - 12,000**

**No Reserve**





505

### 1964 AUSTIN MINI SUPER DE LUXE SALOON PROJECT

Registration no. ACV 726B  
Chassis no. AA2S7S 633246

*'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 enabled Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. 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. Previously in the Cornish Motor Museum, this Mk1 Mini has had relatively few owners, displays a mileage of circa 52,000 on the odometer and is presented in 'barn find' condition, ripe for sympathetic restoration. The car comes with a V5 document and is sold strictly as viewed.

**£1,500 - 2,000**

**€1,800 - 2,300**

**No Reserve**



506

### C.1964 MINI MKI BODY SHELL

Registration no. UYO 77  
Chassis no. SRH8651

*'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 enabled Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. 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. Manufactured in South Africa and believed restored, this right-hand drive Mini bodyshell was kept as a spare for a racing team by the previous owner. It was purchased by the vendor for use in a project but is no longer required due to a change of plan. Please note further parts relating to this shell maybe available post-sale via separate negotiation.

**£800 - 1,200**

**€940 - 1,400**

**No Reserve**



507

*From the Estate of the late Frank Vague 'Broughs of Bodmin Moor'*  
**1935 BROUGH SUPERIOR 4.2-LITRE 'DUAL PURPOSE'  
DROPHEAD COUPÉ PROJECT**

Registration no. BYT 730

Chassis no. 546069

When production ceased in 1939, an estimated 45 eight-cylinder and 50 six-cylinder Brough Superiors had been made, making them among the rarest of fine quality British sporting cars of the 1930s. Originally supplied by Kevill-Davies & March Ltd, this eight-cylinder car is offered from the collection of 'Bodmin Broughs' owned by the late Frank Vague, who is believed to have purchased it in the 1960s. Consisting mainly of Brough Superior motorcycles, Frank Vague's collection was offered for sale by Bonhams in April 2016 at Stafford, where the ultra-rare four-cylinder model set a new world record price for a British motorcycle sold at auction. The engine and gearbox remain in place, while other parts suitable for spares or possible renovation include the wheels and covers, aluminium body panels, windscreen, original headlamps and side windows, radiator and core, rear axle, and various smaller items and some brightwork. The chassis is rotten and will need to be replaced. Given the extremely poor condition of the vehicle and in particular the chassis and frame, this ultra-rare and desirable 'Post-Vintage Thoroughbred' will remain in its current location and will not be on view at the sale venue. Prospective bidders are advised to contact the motorcar department prior to the sale to discuss any viewing requirements. The successful purchaser will be required to collect the lot once payment has cleared after the sale by agreeing a mutually agreeable time and date with the Bonhams office in Truro (the details for which can be found in the back of this catalogue). It should be noted that there are no documents with this lot and the vehicle is located in Cornwall.

**£1,200 - 1,800**

**€1,400 - 2,100**

**No Reserve**



508

**1930 RILEY 9HP TOURER**

Registration no. WX 2754

Chassis no. 608240

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which would turn out to be merely the first in a lengthy series of memorable Riley sports cars. 1929 saw the introduction of the Mark IV chassis featuring wider front/rear track and much larger brakes than hitherto. Models available were the Monaco saloon, Biarritz saloon, fabric-bodied four-seat tourer and a brace of coachbuilt tourers. Bought as a restoration project, which was never started, this Riley 9hp was been in the current family ownership for some 40 years. Offered in need of full restoration, it comes with an old-style buff logbook and is sold strictly as viewed.

**£5,000 - 7,000**

**€5,800 - 8,100**

**No Reserve**



509

## 1959 MGA 1500 ROADSTER

Registration no. 932 UYL

Chassis no. HDA4355438

- *MG's first unitary construction sports car*
- *Restored in 2014*
- *Featured on Mike Brewer's 'Wheeler Dealer' television series*
- *Beautiful condition*



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

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

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

This MGA roadster has undergone extensive restoration, including a complete body rebuild and repaint; full interior re-trim in leather; new mohair tonneau cover; new bumpers and grille; new chromed wire wheels; and new tyres. The fact that the engine's main crankshaft seal has been modified is also worthy of note. Described by the vendor as in generally excellent condition, this has to be one of the best MGAs currently available. The car is offered with sundry restoration invoices, current MoT, and a V5 registration document. This MGA's rebuild was covered in depth on Mike Brewer's 'Wheeler Dealer' television series (Discovery Channel, Season 12, Episode 3).

**£30,000 - 35,000**

**€35,000 - 41,000**

510

## 1955 ROLLS-ROYCE SILVER CLOUD SALOON

Registration no. UXK9

Chassis no. SWA86

- *The 43rd Silver Cloud produced*
- *Present family ownership for over 50 years*
- *Repainted 25-30 years ago*
- *Recent service by Silver Lady, Bournemouth*



'In common with earlier models of the Rolls-Royce - ever since the first model in 1905 - the latest model, known as the Silver Cloud, carries on the tradition of employing only those features of design which have been thoroughly proved, allied with meticulous attention to detail and finish. The successive design staffs of this famous firm have never attempted to be the avant-garde, but have preferred to control the construction of proved designs so carefully that the result would excel.

'This latest model is faster, roomier, quieter and no less economical than its predecessors and, bearing in mind the make's reputation for reliability, one that could be much cheaper to run for a long term than many much more humble productions.' – John Eason Gibson, *Country Life*.

Introduced early in 1955, the all-new Rolls-Royce Silver Cloud and Bentley S-Type were conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping.

Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the - traditionally undisclosed - power output of the dependable inlet-over-exhaust six-cylinder engine. Automatic transmission was now standard and power-assisted steering an option. Fast (100mph-plus) relatively economical and cheaper to maintain than the successor V8-engined versions, the Silver Cloud is arguably the most user-friendly of all post-war Rolls-Royces.

This very early Silver Cloud is the 43rd car produced (chassis were even-numbered only). Acquired by the vendor's father, it has been in the family for over 50 years and was repainted 25-30 years ago. Maintenance was carried out by the vendor's father until five years ago. More recently, the Rolls has been serviced by Silver Lady, Bournemouth, the work including a new fuel pump, new brakes, new radiator, new distributor cap, etc. Silver Lady's bill for £5,500 is on file, and the car also comes with an old-style logbook and a V5C Registration certificate.

**£20,000 - 25,000**

**€23,000 - 29,000**

511

## 1926 ROLLS ROYCE 20HP PROJECT

Registration no. MC 6017

Chassis no. GCK36



'This model was introduced to meet requests for a smaller, less expensive car in keeping with the trend after the First World War towards smaller cars for a wider market. Construction was simplified - but standards of workmanship were not compromised...' - Edward Eves, *Rolls-Royce - 75 Years of Motoring Excellence*.

Produced alongside the renowned Rolls-Royce Silver Ghost, the 20hp model was equally well engineered and became popular as a lighter alternative suitable for a wide range of body styles. The 3.1-litre, six-cylinder, monobloc engine featured overhead valves and drove via an in-unit gearbox, single plate clutch, and open shaft with spiral bevel drive.

As the company's founder Henry Royce said when the car was introduced, 'simplicity was one of the aims of the designers, but not at the expense of perfection.' Intended principally as an 'owner driver' car, the Twenty sold well during the period following hostilities, being popular as a town car while many were fitted with touring bodies.

This Twenty was purchased in London - dismantled - and has been in the present family ownership for some 50 years. We are advised that the chassis will be assembled and rolling by time of sale. Offered for restoration and sold strictly as viewed, the car comes with a buff logbook and old-style V5.

**£10,000 - 15,000**

**€12,000 - 17,000**

512

### 1966 MORRIS MINOR 1000 SALOON

Registration no. NRO 211D  
Chassis no. MA2S5/0113353

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. Powered initially by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, estates and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. Despite the many mechanical and styling changes, the final Minor remained recognisably the same as the 1948 original. By the time production ceased in 1971, more than 1.5 million of all types had been sold. This Minor has had only one previous owner: L W Robins, a director of Beckett Laycock & Watkinson Ltd (it is believed to have been his wife's car). The car was gifted to the vendor's father when BLW took over his engineering company. Accompanying documentation consists of MoTs dating back to 1998; sundry invoices for the period 2005-2012; MoT to August 2017; and a V5 Registration Certificate.

£3,000 - 5,000

€3,500 - 5,800

No Reserve

No Lot

513



514

### 1969 LAND ROVER SERIES IIA 4X4 12-SEATER ESTATE

Registration no. ODX 364H  
Chassis no. 3500118G

Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's engine - kept production costs down and cut development time. Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterise the Land Rover to the end. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis. Progressively developed since its launch in 1948

£8,000 - 12,000

€9,600 - 14,000

No Reserve



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Important Collectors'  
Motor Cars and Automobilia  
Saturday 10 September 2016  
Chichester, Sussex



**1936 PONTIAC MOTORHOME**  
£30,000 - 40,000

**1938 BMW 326**  
£60,000 - 70,000

**1928 BENTLEY 6 1/2/8-LITRE**  
£320,000 - 380,000

**1925 RENWICK & BERTELLI 'BUZZ BOX'**  
£240,000 - 280,000

**1950 FRAZER-NASH LE MANS REPLICA**  
£580,000 - 640,000

Pictured below:  
Roy Salvadori, Boreham International, 1952 © LAT

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by René Lalique, French  
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by E.G., French, 1930s,  
£2,500 - 3,500

**LEICAVIT MP NO.294**

Introduced by Leitz in 1956 with a total run of around 320 units, this camera no. 294 was produced in 1957.  
£15,000 - 20,000

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Home of the Peking to Paris Rally



# Northern Exposure 28 May to 10 June 2017

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# VINTAGE VARIETY 2016



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23 APRIL | SILVERSTONE 'SPRING START'

21 MAY | OULTON PARK

24 JULY | CADWELL PARK

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Featuring Sprint & Team Race (SAT)  
and Race Meeting (SUN)

24 SEPT | MALLORY PARK

1 OCT | CASTLE COMBE AUTUMN CLASSIC  
Including Race for VSCC Pre-war Sports-Cars

## HILL CLIMBS & SPRINTS

1 MAY | CURBOROUGH SPEED TRIALS

8 MAY | WISCOMBE PARK HILL CLIMB

4 JUNE | HAREWOOD HILL CLIMB (BARC)

18-19 JUNE | BROOKLANDS DOUBLE TWELVE  
MOTORSPORT FESTIVAL  
Featuring the VSCC Speed Trials at Mercedes-Benz World (SAT)

3 JULY | SHELSLEY WALSH HILL CLIMB

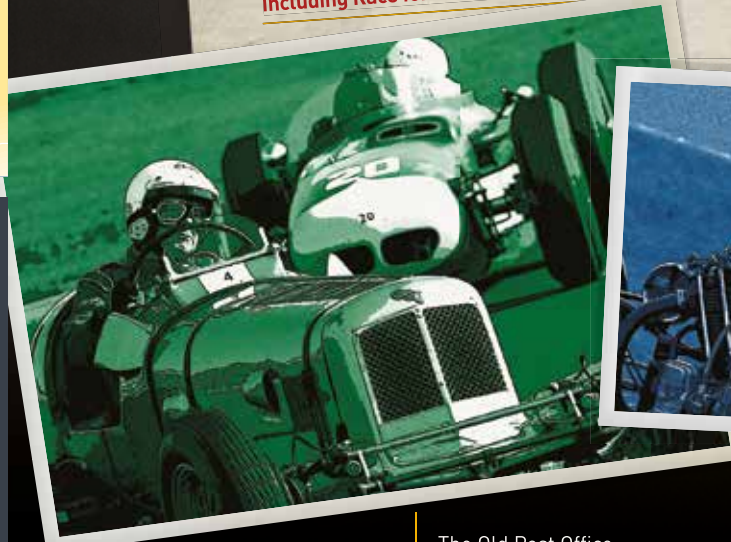
5-7 AUG | PRESCOTT SPEED HILL CLIMB  
Featuring Prescott 'Long Course' Hill Climb (FRI)

10-11 SEPT | LOTON PARK HILL CLIMB

22 OCT | AUTUMN SPRINT AT GOODWOOD

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## 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 equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

## Bidding in person

You should come to our *Bidder* registration desk at the Sale venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

## Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

## Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

## Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

## Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

## 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. You should be alert to this possibility of changes and ask if there have been any.

## 7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*

(b) Automobilia  
25% up to £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*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this Sale and for the opportunity to bid for the *Lot* at the Sale.

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.

**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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licencing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's

rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *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 Δ 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.
- Φ 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>	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	<b>9</b>	<b>THE SELLER'S LIABILITY</b>
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;	<b>10</b>	<b>MISCELLANEOUS</b>
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
		10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
		10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
		10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
		10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
		10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 11 GOVERNING LAW

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

## APPENDIX 2

### BUYER'S AGREEMENT

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

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
  - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
  - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
  - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
  - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
  - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
  - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

<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> .				
<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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	<b>10</b>	<b>OUR LIABILITY</b>
		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 or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the *Conditions of Business*.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the *Conditions of Business*.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the *Conditions of Business*.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), *"Seller"* includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the *Conditions of Business* by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the *Conditions of Business* or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](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 "indemnity" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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**Paddle number (for office use only)**

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Sale title: THE BEAULIEU SALE		Sale date: 3 September 2016													
Sale no. 23594		Sale venue: The National Motor Museum													
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Valued Polygon clients

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Beaulieu



## MOTORCYCLE INDEX

Lot No	Model	Make
312	1949	AJS 498cc Model 20 Springtwin
305	c.1938	Ariel 500cc 'Red Hunter' Project
329	1957	Ariel 348cc Red Hunter
332	c.1963	Ariel 247cc Arrow
302	1953	BMW 594cc R68 Project
336	c.1978	Bombardier 247cc Can-am
314	1939	Brough Superior 982cc SS100
333	1962	BSA 247cc C15
340	c.1914	Calcott 2½hp
304	c.1914	Dayton 162cc Lightweight
303	c.1914	Douglas 2¾hp Project
339	1996	Ducati 955 SPA
337	1992	Enfield 50cc Explorer CG50
313	2004	Grinnall-BMW R1200 Trike
327	c.1942	Harley-Davidson 739cc WLA
341	1975	Honda CB400F Café Racer
325	1976	Honda CB550F
324	2011	Honda CRF250R Moto-Crosser
338		J.A.P.-Engined Grasstrack Racer
306	c.1922	Levis Lightweight Project
301	1938	Matchless 982cc Model X Project
328	c.1941	Matchless 350cc Ex-WD G3L
309	c.1959	Moto Morini 125cc Corsaro Project
310	1981	Moto Guzzi 490cc V50 II
322	1932	Norton 490cc Model 18
330	1957	Norton 349cc Model 50
323	1960	Norton 497cc Dominator 88
343	2005	Piaggio 459cc B500 Scooter
317	1925	Raleigh 799cc Model 12
326	1973	Seeley-Kawasaki 750cc H2A
318	1929	Sunbeam 3½hp Model 5 'Light Solo'
319	1932	Sunbeam 493cc Model 9
342	1990	Suzuki VX800
334	1961	Triumph 197cc Tiger Cub
335	c.1961	Triumph 197cc Tiger Cub
308	1968	Triumph 349cc Tiger 90
331	1978	Triumph 744cc Bonneville T140
321	1935	Velocette 249cc GTP Project
320	1937	Velocette 495cc MSS Project
307	1957	Velocette 349cc 'Viper' Project
315	1937	Vincent-HRD 499cc Series-A Comet
316	1950	Vincent 498cc Comet Project
311	1957	Zundapp 246cc 201S

# MOTOR CAR INDEX

Lot No	Model	Make			
417	1913	AC 10hp Light Car	446	1928	Lagonda 2-Litre High Chassis Speed
456	1934	AEC Regal Motor Coach			Model Tourer
444	1932	Alfa Romeo 6C 1750 5th Series	414	1934	Lagonda 16/80hp Saloon
		Gran Turismo Compressore	468	1937	Lagonda LG45 Saloon
433	1963	Alfa Romeo 2600 Spider	492	1967	Land Rover Series IIA 4x4
452	1929	Alvis 12/50hp Special Tourer	514	1969	Land Rover Series IIA 4x4 12-seater Estate
452A		Alvis 12/50 engine	409	1919	Le Zebre Type D
491	1926	Ansaldo 4CS Saloon	448	1910	Lion-Peugeot VC2C Tourer
495	1937	Ashley Cleave 1,250cc Brooklands Special	420	1909	Little Briton
422	1959	Aston Martin DB4 'Series I' Sports Saloon Project	487	2002	LTI TXII 'Jubilee Gold' Taxicab
489	1968	Aston Martin DB6 'Mark 1' Vantage Sports Saloon	476	1953	Mercedes-Benz 300 S Coupé
453	1928	Austin Seven Van	474	1961	Mercedes-Benz 180D Saloon
442	1930	Austin Seven Sports	478	1962	Mercedes-Benz 220 Sb 'Fintail' Saloon
505	1964	Austin Mini Super De Luxe Saloon Project	438	1970	Mercedes-Benz 280 SL Convertible
453A		Austin Seven Engine	498	1972	Mercedes-Benz 280 SEL 4.5 Saloon
453B		Austin Seven Engine	485	1984	Mercedes-Benz 380 SL Convertible with Hardtop
467	1934	Bentley 3½-Litre Drophead Coupé	411	1986	Mercedes-Benz 300 SL Convertible
445	1936	Bentley 4¼-Litre Sports Saloon	497	1989	Mercedes-Benz 300 SL Convertible
471	1937	Bentley 4¼-Litre Saloon	502	1955	MG Midget TF 1500 Roadster
465	1949	Bentley Mark VI Saloon	473	19XX	MG TD
475	1956	Bentley S-Series Saloon with Radford Conversion	509	1959	MGA 1500 Roadster
440	1956	Bentley S-Series Sports Saloon	506	c.1964	Mini MKI Body Shell
500	1956	Bentley S1 Saloon Project	499	1947	Morgan 4/4 Sports Project
469	1962	Bentley S2 Saloon	501	1949	Morgan 4/4 Sports Project
439	2001	Bentley Continental T Coupé	425	1970	Morgan Plus 8 Sports Roadster
437	1973	BMW 2002tii Sports Saloon	466	1993	Morgan Plus 8 3.9-Litre Sports Roadster
431	1974	BMW 3.0 CSL Coupé Project	512	1966	Morris Minor 1000 Saloon
451	1906	Brasier 15hp Side-entrance Tonneau Car	402	1967	Morris Minor 1000 Traveller
488	1983	Bristol Britannia Sports Saloon	490	1913	Napier 15HP Doctors Coupe
457	2002	Bristol Blenheim Series 3 Sports Saloon	480	1965	NSU Wankel Spider
507	1935	Brough Superior 4.2-Litre 'Dual Purpose' Drophead Coupé Project	459	1989	Peugeot 205 GTi 1600 Hatchback
			421	1976	Porsche 911 2.7-Litre Targa Coupé
429	1913	Chalmers Model 17 36hp Five Passenger Tourer	436	1988	Porsche 911 Carrera 3.2-Litre Targa Coupé
450	1927	Chevrolet 2.8-Litre Model AA Tourer	484	1904	Rambler 7hp Runabout
463	c.1976	Chevrolet GMC Corvair 4-door	401	1971	Ranger Rover 'Suffix A'
481	1971	Citröen SM 2.7-Litre Coupé	460	1995	Range Rover Classic 3.9-Litre 4x4 Estate
428	1919	Clement Talbot 25/50hp 4½-litre Type 4SW All-weather Tourer	504	1970	Reliant Scimitar GTE Sports Estate
			410	1927	Renault Monasix
472	1908	Clyde 8/10hp Silent Light Roadster	508	1930	Riley 9HP Tourer
426	1936	Cord Sportsman 812 Supercharged	408	1950	Riley RMA 1½-Litre Sports Saloon Project
493	1955	Daimler Conquest Century Roadster	424	1950	Riley RMC 2½-Litre Roadster
443	1929	Darracq M67 Drophead Coupé	447	1914	Rochet-Schneider 12hp Limousine
443A	1929	Darracq Project	419	1923	Rolls-Royce 20hp Doctor's Coupé with Dickey
454	1925	Delage DI Tourer	511	1926	Rolls Royce 20HP Project
418	1933	Dodge Six Convertible	494	1927	Rolls-Royce 40/50hp Phantom I Tourer
479	1974	Fiat 130 Coupé	455	1935	Rolls-Royce 20/25hp Sports Saloon
503	1979	Fiat X1/9 1500 Coupé	510	1955	Rolls-Royce Silver Cloud
441	1928	Ford Model A Tudor Sedan	458	1970	Rolls-Royce Silver Shadow Coupé
406	1942	Ford GPW Jeep 4x4 Utility Project	405	1970	Rolls-Royce Silver Shadow Saloon
432	1966	Ford Mustang Convertible	434	1989	Rolls-Royce Corniche II Convertible
462	1971	Ford Escort 1600XL	486	1989	Rover ERA Mini Turbo Sports Saloon
435	1971	Ford Mustang Convertable	404	1997	Rover Mini Cooper Sports Saloon
427	1935	Frazer Nash 2.0-Litre TT Replica	470	1965	Sunbeam Tiger Mark I Roadster
483	1904	Garrard Suspended Forecar Project	430	1934	Talbot AW 75 Sports Saloon Project
496	1935	Graham Model 68 Standard Six Saloon	477	1962	Triumph TR3B Roadster
403	1988	GTM Rossa Mark 1 Sports	449	1915	UNIC M1T 12/18hp Coupé de Chauffeur
416	1929	Hotchkiss AM2 Tourer Replica	461	1951	Wolseley Six Eighty
415	1930	Hotchkiss AM2 2½-Litre Chantilly Saloon	407	1954	Wolseley 4/44 Saloon
423	1959	Jaguar XK150S 3.4-Litre Coupé Project	412	1964	Wolseley 1500 Saloon
482	1987	Jaguar XJ-S V12 TWR Cabriolet	464	1965	Wolseley 6/110 Mark II Saloon



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