

Auction - The Binalong Motor Museum Auction 26/07/2020 10:30 AM AEST

Lot	Title/Description
0	<p>The Binalong Motor Museum was founded in 1990 by two friends (click to read more)</p> <p>The Binalong Motor Museum was founded in 1990 by two friends, Dr. Stuart Saunders and John Fitzpatrick, a retired surgeon and solicitor with a shared passion for vintage motor cars. They acquired a paddock and spent a year building a shed to house both car collections, and at the same time, formed Binalong Early Motoring Club, which exists to this day. Several years later John moved to Melbourne, and Stuart took over as Curator. The museum and restoration workshop went on to attract visitors from all over Australia and overseas, becoming a 'destination' for car clubs and motoring enthusiasts alike. Stuart says that it has been a joy to meet so many people with similar interests from all over the world, and tells of one couple from the U.S. who 'shipped their motorcycle to Australia and embarked on a road trip from Cairns to Binalong, turning up unannounced late one afternoon.' He opened the museum especially for them. Stuart says that his passion for vintage cars began when he was a child growing up in the U.K., when his father would bring home old motor cars which he would never keep for long, but which sparked an interest. When Stuart left home to go to university in London, he paid £5 for an old Austin 7, and he says that it was from then on, that he was hooked. He went on to race Bugattis at all the premier circuits and hill climbs in the U.K. such as Prescott, Shelsley Walsh and Silverstone in his 1927 type 35 Grand Prix Bugatti. After 30 years of great enjoyment and patronage, the museum will close its doors to the public to allow Dr. Saunders time to pursue other interests. This includes allowing time to work on, and use his personal extraordinary chain driven 27-litre 1908 MAB Special, fitted with 1918 Packard-Liberty V12 aero engine. This car was originally found in a paddock near Wagga Wagga by Stuart some 20 years ago. Although the closure is an emotional decision, Dr. Saunders is excited that the museum cars, motorcycles and memorabilia will find new likeminded owners who derive as much enjoyment out of them as he did during his custodianship as museum curator.</p>
1	<p>GRAND PRIX: 'The Grand Prix Car' volumes 1, 2 & 3 by Laurence Pomeroy and L.J.K. Setright</p> <p>GRAND PRIX: Three books of 'The Grand Prix Car' including; Volumes 1 & 2 by Laurence Pomeroy, each hardcover bound in green with dust covers, third and fourth impressions, one inscribed to Stuart; Volume 3 '1954/1966' by L.J.K. Setright, green cloth hardcover with dust cover.</p> <p>Est. 400 - 600</p>
2	<p>EARLY MOTOR RACING: 'A Record of Motor Racing 1894-1908' by Gerald Rose, 1949</p> <p>EARLY MOTOR RACING: 'A Record of Motor Racing 1894-1908' by Gerald Rose, 1949. Hardcover published in 1949 by Motor Racing Publications. With purchase receipt within from 1979 for 115 pounds.</p> <p>Est. 100 - 200</p>
3	<p>FRENCH: Two high quality books on French motor sport</p> <p>FRENCH: Two high quality books on French motor sport including; 'The French Sports Car Revolution' limited edition and numbered 302 of 1,500 numbered copies; 'Grand Prix Racing 1906-1914' by T.A.S.O. Mathieson, a history of the Grand Prix de l'Automobile Club de France, hardcover with cardboard slipcover.</p> <p>Est. 300 - 500</p>
4	<p>MORRIS GARAGE: Three books on MG</p> <p>MG: Three books on MG including; 'The T-Series MGs'; 'Tuning and Maintenance of M.G.'s by Phillip Smith; Together with 'MGB guide to purchase & D.I.Y Restoration'.</p> <p>Est. 50 - 100</p>
5	<p>JAGUAR: An original Jaguar XJ220 sales brochure</p> <p>JAGUAR: An original Jaguar XJ220 sales brochure</p> <p>Est. 100 - 200</p>
6	<p>MILLER: 'The Miller dynasty' hardcover book</p> <p>MILLER: 'The Miller dynasty' hardcover book, a technical history of the work of Harry A. Miller, his associates, and his successors.</p> <p>Est. 150 - 250</p>
7	<p>PRINCE BIRA: Three books relating to Prince Chula of Siam and Raymond Mays</p> <p>PRINCE BIRA: Three books relating to Prince Chula of Siam and Raymond Mays including; 'Blue and Yellow' two seasons of racing with B. Bira 1939 and 1946; 'Split Second' my racing years by Raymond Mays; together with a Thai language publication of the life of Bira and ERA 'Romulus' full colour card kit.</p> <p>Est. 100 - 150</p>
8	<p>RACING DESIGN: Five books relating to racing car designers and development</p> <p>RACING DESIGN: Five books relating to racing car designers and development.</p> <p>Est. 80 - 120</p>

Lot	Title/Description
9	<p>LAND SPEED: Seven books relating to the conquest of speed</p> <p>LAND SPEED: Seven books relating to the conquest of speed including; 'Book of the Racing Campbells' by Richard Hough; 'Fastest on Earth' by Captain G.E.T. Eyston; 'The World's Land Speed Record' by William Boddy'.</p> <p>Est. 150 - 200</p>
10	<p>SHELBY: Four books relating to the Cobra, Shelby and Ford GT40</p> <p>SHELBY: Four books relating to the Cobra, Shelby and Ford GT40, three softcover and one hardcover.</p> <p>Est. 50 - 150</p>
11	<p>AMERICAN: Four books relating to American Automobile Racing</p> <p>AMERICAN: Four books relating to American Automobile Racing including; 'Offenhauser' by Gordon Eliot White; 'The Golden Age of the American Racing Car' by Griffith Borgeson.</p> <p>Est. 100 - 150</p>
12	<p>IRVING / DAVISON: Three books relating to legendary Australians Phil Irving and Lex Davison</p> <p>IRVING / DAVISON: Three books relating to legendary Australians Phil Irving and Lex Davison; 'Tuning for Speed' by Phil Irving; 'Phil Irving' an autobiography; together with 'Lex Davison, Larger Than Life' by Graham Howard'.</p> <p>Est. 100 - 200</p>
13	<p>VINTAGE RACING: A group of literature relating to early racing and vintage cars</p> <p>VINTAGE RACING: Five books relating to early racing and vintage cars including; 'The Racing Zborowskis' by David Wilson; 'The Gordon Bennet Races' by Lord Montagu; 'Lord Montagu of Bealieu, An Unconventional Life'; and other programs relating to The National Motor Museum London and the Vintage Sports-Car club.</p> <p>Est. 150 - 200</p>
14	<p>GRAND PRIX: Five period books relating to Grand Prix drivers and racing mechanics</p> <p>GRAND PRIX: Five period books relating to Grand Prix drivers and racing mechanics including; 'Alf Francis, Racing Mechanic' by Peter Lewis' inscribed 'J.R.W. Leech' printed 1959; the remaining relating to Mike Hawthorn, Innes Ireland, Duncan Hamilton and Stirling Moss.</p> <p>Est. 150 - 250</p>
15	<p>ENGLISH RACING: Six hardcover books relating to English motor racing</p> <p>ENGLISH RACING: Six hardcover books relating to English motor racing including; 'Shelsley Walsh' 'Wheelspin' and 'Speed Hill-Climb' by C.A.N. May; 'Motor Racing' and 'A Racing Motorist' by S.C.H. Davis, the first inscribed 'J.R.W. Leech Brighton; together with 'Motor Racing' by Earl Howe & Co.</p> <p>Est. 150 - 250</p>
16	<p>AUSTRALIAN MOTORSPORT: Two definitive books by John Blanden documenting Australian motorsport and its cars</p> <p>AUSTRALIAN MOTORSPORT: Two books by John Blanden titled; 'Historic Racing Cars in Australia' rare first edition 1979; 'A History of Australian Grand Prix 1928-1939' Volume 1, no. 2 of series.</p> <p>Est. 250 - 350</p>
17	<p>GRAND PRIX: Two volumes of 'Power and Glory, The history of Grand Prix Motor Cars' by William Court</p> <p>GRAND PRIX: Two volumes of 'Power and Glory, The history of Grand Prix Motor Cars' by William Court, volume one '1906-1951' blue cloth hardcover 1966, volume 2 '1952-1973' blue cloth hardcover with dustcover, printed 1990.</p> <p>Est. 300 - 400</p>
18	<p>BRITISH: Seven books relating to individual English makes and models</p> <p>BRITISH: Seven books relating to individual English makes and models including; Austin Healy 1004 and 3000; Morgan three-wheeler; AC Ace & Aceca; Zephyr 4, 6 and Zodiac; Alvis; Vauxhall; Land Rover service manual circa 1967.</p> <p>Est. 100 - 200</p>
19	<p>VICTORIA: 'Wheels in Victoria 1824-1984' limited edition book</p> <p>VICTORIA: 'Wheels in Victoria 1824-1984' limited edition blue cloth hardcover book, numbered '1380' and signed by editors Harold Paynting and Malcolm Grant, in slipcase.</p> <p>Est. 100 - 200</p>
20	<p>ROLLS-ROYCE: A rare 'Rolls-Royce Aero Engine Merlin Griffon' original sales brochure, circa 1950s</p> <p>ROLLS-ROYCE: A rare 'Rolls-Royce Aero Engine Merlin Griffon' original sales brochure, circa 1950s, 35 pages with loose engine performance cards at rear in sleeve; together with a Rolls-Royce Piston Aero Engine book by A.A. Rubbra and 'The Vital Spark' by Keith Gough.</p> <p>Est. 200 - 400</p>
21	<p>FERRARI: 'LE FERRARI' by Gianni Rogliatti and Illustrated by Emilio Ferraboschi, first edition 1966</p> <p>FERRARI: 'LE FERRARI' by Gianni Rogliatti and Illustrated by Emilio Ferraboschi, first edition 1966, published by the Automobile Club d'Italia, featuring high colour plates and B&W photography and Italian text.</p> <p>Est. 200 - 300</p>

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22	GRAND PRIX: Four books covering 1950s/1960s motorsport GRAND PRIX: Four books covering 1950s/1960s motorsport including; 'The BRM Story' by Louis Stanley; 'Fifties Motor Racing' by Alan Smith; 'Strictly off the Record' by Louis Stanley; together with a lift out from 'The Motor' magazine featuring Grand Prix Cars of the 1960, No 3 B.R.M. Est. 180 - 250
23	BRITISH: Four factory service books of mostly English cars BRITISH: Four factory service books of mainly English cars including; Jaguar 4.2 Mark 10 Model; Standard Vanguard; Morris Ten-Four; Minera 6-cylinder cars; together with a Pitmans Motorists Library book of the Vauxhall Ten, Twelve and Wyvern. Est. 80 - 120
24	MERCEDES-BENZ: Nine books mainly relating to Mercedes-Benz MERCEDES-BENZ: Nine books mainly relating to Mercedes-Benz including; 'Mercedes Grand Prix Racing 1934-1955' hardcover 207 pages; 'Mercedes' by Konemann, hardcover 659 pages; 'Mercedes 300 SL' by Robert Nitske; 'Mercedes-Benz W196' by Riedner; together with 'Auto Union GP Race and Record Cars' by Peter Vann. Est. 250 - 350
25	ENGINE: Eight books relating to engine performance and maintenance ENGINE: Eight books relating to engine performance and maintenance including; 'Turbocharging and Supercharging' by LJK Setright; 'Weber Carburettors' by Haynes; together with 'Legendary Car Engines' by John Simister. Est. 100 - 200
26	RACING: Seven period books relating to racing RACING: Seven books relating to racing including; 'The Racing Car Explained' by Laurence Pomeroy; 'Racing Driver' by Denis Jenkinson; 'Best Wheels Forward' by J.A Gregoire; and 'British Grand Prix' by Richard Hough. Est. 80 - 120
27	PORSCHE: A 1963 original Porsche Factory Art Portfolio of 18 coloured prints. PORSCHE: A 1963 original Porsche Factory Art Book Konstruktionen Portfolio made in Western Germany. Contains 20 plates that measure 17.5 x 13.5. Eighteen colour plates, each with a historical colourful illustration of a Porsche associated vehicle with the style of the vehicle printed in the lower right corner in German and English text. One two-sided plate describes the vehicles in the colour plates, one side in German and one side in English. One two-sided plate provides a brief look at Prof. Dr.-Ing. h.c. Ferdinand Porsche in German text with bust photo, with back side providing English text. On back side there is also a photo and brief bio of son Ferry Porsche. Car plates represented are: Lohner-Porsche Chaise of 1900, the first race car with 60 horsepower, 1905/06 Touring Car with Combination Drive, Austro-Daimler "Prince Henry", Town Coupe of 1914, 4.4 Litre Austro Daimler of 1921, 1100 cc "Sasha" Race Car, Daimler Race Car for the 1924 Targa Florio, Mercedes SSK 7.1 Litre Engine, 5.3 Litre Steyr "Austria", Auto-Union Race Car of 1934/37, first VW of 1938/39, Cisitalia Grand Prix Car - 1500 cc Four-wheel Drive, first 1100 cc Porsche of 1948, Auto-Union Race Car of 1934/37, first VW of 1938/39, Cisitalia Grand Prix Car-1500 cc Four-wheel Drive, first 1100 cc Porsche of 1948, Porsche Spyder with Four Overhead Camshafts, Eight-cylinder Porsche for Formula 1, Type 356 C Porsche with Disc Brakes, and 901 Porsche. Three prints have been laid down. Est. 1,000 - 2,000
28	GRAND PRIX: Eight books relating to racing and general motoring GRAND PRIX: Eight books relating to racing and general motoring including; 'Climax in Coventry' by Graham Robson; 'Combat' A motor racing history by Barry Lyndon and 'Stirling Moss's Book of Motor Sport' signed by Moss inside front cover. Est. 150 - 200
29	LOTUS: Six books on Lotus cars LOTUS: Six books on Lotus cars including the type 49, Seven, Elite, Esprit and Caterham. Est. 80 - 120
30	AUSTRALIAN MOTORSPORT: Ten items of literature relating to Australian motoring AUSTRALIAN MOTORSPORT: Ten items of literature relating to Australian motoring including; 'Australian Grand Prix' by R & T Publishing; 'Wide Open Roads' by Tony Davis; 'Ford Falcon GT & GTHO' by Andrew Quinn still in plastic; 'Sandown Souvenir programme from 1982'; 'A-Z of Classic Motorsport' illustrated by Brian Caldersmith. Est. 150 - 250
31	MOTORSPORT: Five photographic books depicting Motorsport MOTORSPORT: Five photographic books depicting Motorsport including; 'With Flying Colours' Pirelli Album of Motorsport; 'Motor Racing' by Brian Laban; and three other soft cover books. Est. 200 - 300

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32	MOTORING: Nine motoring books relating to maintenance and engineering MOTORING: Nine motoring books relating to maintenance including; 'The Motor' repair manual and 21st Edition; 'Textbook of Mechanical Engineering Part I' 1946; Est. 120 - 180
33	CLASSIC CARS: Nine hardcover books relating to classic and sports cars CLASSIC CARS: Nine hardcover books relating to classic and sports cars. Est. 100 - 150
34	BROOKLANDS: Three books relating to Brooklands motor course BROOKLANDS: Three books relating to Brooklands motor course. Est. 80 - 120
35	MOTORSPORT: Five books relating to Grand Prix drivers, Fangio/Moss/Novolari/Young MOTORSPORT: Five books relating to Grand Prix drivers including; two Fangio books by Bob Gill and Pirelli Album by Stirling Moss, 'Nuvolari' by Count Lurani; 'Championship Year' by Mike Hawthorn; together with 'It Beats Working' by Eoin Young. Est. 150 - 250
36	MOTORSPORT: Twelve books mainly relating to Motor Sport MOTORSPORT: Twelve books mainly relating to Motor Sport. Est. 80 - 120
37	MOTORING: Six books on motoring and a group of cigarette cards MOTORING: Six books about automobiles and motoring including; 'Peking to Paris' by Luigi Barzini; 'Ken Purdy's book of Automobiles'; also included a small framed selection of 10 John Player cigarette cards from the 1930s. Est. 50 - 100
38	FERRARI: Six Ferrari books FERRARI: Six Ferrari books, 'Ferrari: The man, the Machines' produced by Automobile quarterly library series book 1975; 'Ferrari' The Sports and Gran Turismo Cars' by Fitzgerald, Merritt and Thompson. Est. 200 - 300
39	MASERATI: Three books on Maserati MASERATI: Three books on Maserati including sports, racing and GT cars from 1926-1975 and the iconic 250F. Est. 80 - 120
40	CATALOGUES: A large collection of auction catalogues CATALOGUES: A large collection of auction catalogues from Brooks, Bonhams and Bonhams Goodman covering Australian and international automotive auctions. Est. 200 - 300
41	FERRARI: Eight hardcover Ferrari books covering the Ferrari. FERRARI: Eight hardcover Ferrari books covering the Ferrari history and models including Boxer flat-12 racing and GT cars, V12's from 1965-1973. Est. 180 - 250
42	FERRARI: A collection of Ferrari literature and models FERRARI: A collection of Ferrari literature including 13 editions of Cavallino (circa 1979), 550 Maranello and Dino book, 360 Spider, 575M Maranello and 612 Scaglietti sales brochures, together with other literature and a 1/24 scale model by Burago of a 275 GTB4 and Eidai Comporation 1/28 365 GT BB. Est. 100 - 200
43	A group of approximately 16 books relating to classic cars A group of approximately 16 books relating to classic cars. Est. 150 - 250
44	FORMULA 1: Five books covering Formula 1 FORMULA 1: Five books covering Formula 1. Est. 40 - 60
45	ROLLS-ROYCE: An impressive set of hand-bound RR Enthusiasts Club Advertiser and RREC Bulletins ROLLS-ROYCE: An impressive set of Rolls-Royce Enthusiasts Club Advertiser edition 1. March 1975 to edition 275 May 2005, together with the RREC Bulletin numbers 41 Feb 1967 to number 300 June 2010, hand-bound individual editions in full maroon linen, gilt spin lettering. Additional to the above is near complete run of unbound loose editions from 2009 to present. Est. 1,000 - 1,500
46	MAGAZINE: A complete run of 'On four wheels' magazine MAGAZINE: 11 branded folders containing a complete run of the popular 'On four wheels' magazine that was published in the 70s. Est. 150 - 250
47	MAGAZINE: A complete run of the 'Classic Car' magazine 1973-1979 MAGAZINE: Complete volumes (1-7) in branded folders of the 'Classic Car' magazine from 1973 to 1979. Est. 100 - 200

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48	AUTO YEAR: A collection of Annual Automobile Review (later changed to Automobile Year) complete through volume one in 1953/54 to volume 57 in 2009/10 AUTO YEAR: A collection of Annual Automobile Review (later changed to Automobile Year) complete through volume one in 1953/54 to volume 57 in 2009/10. Est. 1,500 - 2,000
49	ROLLS ROYCE: Nine hard cover books from the Rolls-Royce Enthusiasts Club ROLLS ROYCE: Nine hard cover books with dust covers from the Rolls-Royce Enthusiasts Club including; 2010 to 2017 'Rolls-Royce Enthusiasts Club Year Books'; and 'Fifty Years of the Rolls-Royce Enthusiasts Club'. Est. 400 - 600
50	BMC SERVICE CONTROL: A BMC Service Control cloth flag, likely from a 1960's rally BMC SERVICE CONTROL: A BMC Service Control cloth flag, likely from a 1960s rally. Includes Castrol, Champion Dunlop, Lucas sponsorships. Measures approximately 50 cm H, 268 cm W. Est. 250 - 350
51	DULUX: A large Dulux Rally fabric flag. Measures 442cm wide, 81.5cm high DULUX RALLY: A large Dulux Rally fabric flag. Measures approximately 442 cm W, 81.5 cm H. This is a rare flag due to the limited time that the Dulux Rally was run. INFORMATION NARRATIVE:The Dulux Rally was a new innovation to Australian motor sport, and was conducted between Sydney to Brisbane to Melbourne (1971, covering some 6500 kilometres) and Brisbane to Sydney to Melbourne (1972 covering some 4000 kilometres). It combined a tour of hillclimbs and racing circuits, with road rallying between them. The Dulux rally ran only for two years, 1971 - 1972, and was discontinued in 1973 due to: Dulux withdrawing its sponsorship to promote to the public through television advertisements; the complexity of organising the event; small fields in 1971 and 1972 making it probable that it would not develop further into a larger event as regards entry numbers; the sheer cost of conducting the event and the size of the sponsorship to be raised to replace Est. 250 - 350
52	-WITHDRAWN- 1990 NORTON -WITHDRAWN-1990 NORTON
53	1983 DUCATI 900 MIKE HAILWOOD REPLICA 1983 DUCATI 900 MIKE HAILWOOD REPLICAFrame No. 0759.88.130Engine No. 907601 0M860When Mike Hailwood, known as "Mike the Bike", returned from New Zealand to the Isle of Man TT in 1978 on a privateer Ducati 900 SS, at 38 years old and eleven years after retiring from competitive riding, his runaway victory set the stage for the most popular version of the 900 SS, the MHR. This was one of the two most important races in the building of the Ducati V-twin legend, along with Paul Smart's win in the 1972 Imola 200.The red, white and green Mike Hailwood Replica 900 SS was introduced in 1979 and was an immediate success. Ducati updated the model several times to make it more user-friendly. The fairing became a two-piece in 1981, making service matters easier, and side panels were added to cover the battery and rear carburettor. In 1983, the Series 2 MHR included an electric start, an improved three-dog gearbox, Oscan wheels to take tubeless tyres, a narrower two-piece fairing, new alternator and a hydraulic dry clutch. Based on the 900 SS, the Hailwood Replica would remain in production through early 1986.This MHR Series 2 on offer here has been part of the museum's collection for over 10 years. According to the provenance file including receipts from Axle Motorcycle in 2009, it had a large amount of maintenance and cosmetic works undertaken. Fitted with gold Campagnolo alloy rims and Contis mufflers the eye-catching vibrant livery has made it a favourite of museum patrons. Displaying under 33,000 KM's on the odometer, here provides an opportunity to own one of the most popular Ducati models of its era. Sold with Ducati 900 Replica and 900 Ducati workshop manual with some pages lacking. This motorcycle is being sold unregistered Est. 25,000 - 30,000

Lot	Title/Description
54	1924 HARLEY-DAVIDSON 1,000cc MODEL JE WITH SIDECAR 1924 HARLEY-DAVIDSON 1,000CC MODEL JE WITH SIDECAREngine No: 24JE 3159In the early 1900s childhood friends William S Harley and Arthur Davidson started trialling powered transport designs, with their first production of a basic motorised bicycle completed in 1903. Through tireless hard work and ruggedness, they continued work on improving the design and manufacturing of their products.From a largely single cylinder design of the early 1900's they moved to the twin, though unsuccessful in their first iteration in 1909. A much more successful return to the twin beckoned in 1911 when a redesign of the inlet valves took place, changing from automatic 'atmospheric' (as seen on the singles) to mechanical inlets and production took off. Known by the nickname 'pocket valve', the famous 'F-head' engine was offered in 61ci and 74ci capacities (1,000cc and 1,200cc respectively) and would remain in production for the next 20 years. The Harley single's transmission, direct drive by leather belt was still utilised initially, though it wasn't optimal for the additional stresses of sidecars and was welcomedly upgraded to a two-speed chain drive with a clutch in 1914. Later that same year a conventional, three-speed, sliding-gear transmission with 'step starter' was introduced on the top-of-the-range version of the twin which, with full electrical equipment, was listed as the Model JD. Periodically revised and up dated, the Model J had gained a front brake, stronger fork and pumped lubrication by the time production ceased in 1929.Sold with both solo and sidecar versions, the J series of 1924 featured the introduction of the JE, fitted with a high-performance race motor featuring alloy pistons. For 1924 the J series was the most sold model in the Harley Davidson line up. The sturdy 989 cc(84x89mm) machine became a popular choice for riders all over the world, as well as law enforcement, postal services and other government bodies. You could even have one any colour you wanted, as long as it was Olive green!This motorcycle was part of a private collection in Brisbane where it underwent some works and was sold to another collector in Country Victoria about 10 years ago. The current owner purchased the JE about 5 years ago. Some light reconditioning and a good service should bring this bike back to full operation. This motorcycle is sold unregistered. Est. 28,000 - 32,000
55	NORTON: An original Norton tin advertising sign NORTON: An original Norton tin advertising sign, 45cm high x 60cm wide. Est. 200 - 400
56	NORTON/HESKETH: Two hand etched timber drawings NORTON/HESKETH: Two hand etched timber drawings of the Norton F1 and Hesketh V1000, each signed A.M 1997, framed, 45cm high x 60cm wide. Est. 300 - 400
57	NORTON: A collection of Norton F1 related items NORTON: A collection of Norton F1 related items including; Norton F1 Sport single sheet sales brochure; 'Norton Collection' 1990 mail order catalogue; Norton JPS cap; six Royal Mail motorcycle mint stamp set including the 1991 Norton F1; video tape of the 1992 senior T.T race featuring the Norton F1 victory; together with a colour copy of the Norton Interpol and Streetbike magazine featuring the Binalong Museum Norton F1. Est. 150 - 250
58	NORTON: A Biante 1:12 scale model of a 961 SE Norton Commando NORTON: A boxed Biante 1:12 scale model of a 961 SE Norton Commando motorcycle Est. 40 - 60
59	HELMETS: Two open faced helmets (Bell and Arai) HELMETS: A Bell and Arai open faced helmets, with a set of google for display Est. 40 - 60
60	JOHN SURTEES: Motorcycle Maestro' by Mick Walker, signed by John Surtees JOHN SURTEES: Motorcycle Maestro' by Mick Walker, signed by John Surtees, published 2003 by Breedon books Publishing, 224 pages Est. 150 - 250
61	MOTORCYCLES: Four Motorcycle technical books MOTORCYCLE: Four Motorcycle technical books including; 'Ariel Motor Cycle Maintenance and Repair Series' by C.W. Waller; 'Matchless Twin Motor Cycles - Motor Cycle Maintenance and Repair Series' by F.W. Neill; 'The Book of the Triumph'; by E.T. Brown from Pitman's Motor Cyclists Library; and 'The Book of the B.S.A.' by Pitman's Motor Cyclists Library. Est. 100 - 200
62	SPEEDWAY: A rare 1935 SPEEDWAY Official Programme SPEEDWAY: A rare 1935 The Empire Speedway - MEETING No.12 Official Programme, held at Royal Agricultural Ground, Sydney, Saturday, 2nd March, 1935, at 8 p.m. Est. 200 - 300

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63	<p>SPEEDWAY: A rare and early original presentation sash</p> <p>SPEEDWAY: A rare and early original presentation sash from 'The Week-ender Cup, Maroubra Speedway Sept 25th 1926', in box frame measuring 80cm high x 73cm wide. Maroubra Speedway, officially known as Olympia Motor Speedway was a motor racing venue in the Sydney suburb of Maroubra, New South Wales, Australia and was reported to have had a capacity of 70,000. The 1-mile banked concrete bowl was the scene of some large and successful race meetings before a decline in attendances saw the track close in 1927, but reopened many times in the 1930s</p> <p>Est. 200 - 300</p>
64	<p>SPEEDWAY: Maroubra Speedway framed poster, possible reprint</p> <p>SPEEDWAY: A poster 'See the Speed Kings at Maroubra Speedway' featuring an image of Thompson's Bugatti and sponsored by Castrol Wakefield, 76cm high x 60cm wide, framed and glazed, this is possibly a later reprint poster.</p> <p>Est. 80 - 120</p>
65	<p>BUGATTI TYPE 52 POWERED CHILD'S CAR BY TULA ENGINEERING</p> <p>A 'BUGATTI' TYPE 52 POWERED CHILD'S CAR BY TULA ENGINEERINGManufactured by Richard I'Anson in the late 1970s, powered with a pull-start 35cc JLO two-stroke engine (fuel mix 50/1), chain drive to rear wheels, outside brake lever to rear wheels, main body fibreglass with alloy bonnet and side louvres, rubber mounted engine and rear axle, leaf spring front suspension, adjustable throttle pedal, cockpit with black vinyl seat, 5 cast alloy 12 inch diameter wheels fitted with 2-12 Michelin tyres. In current ownership for over for over 40 years</p> <p>Est. 8,000 - 12,000</p>
66	<p>1967 FIAT 500 BAMBINO</p> <p>1967 FIAT 500 BAMBINO Single ownership for 46 yearsChassis No: W23R057384Engine No: 110F0001384437Fiat released the Nuova 500 in July 1957 as the successor to the 500 Topolino. This magical and wonderfully successful little car has become an Italian icon being stylish, inexpensive and practical. Measuring just 2.97 metres or 9 feet 9 ins long, and originally powered by a 479 cc two-cylinder, air-cooled engine, the 500 is considered one of the first purpose designed town cars. Historically interesting, this example was purchased by the owner in Germany in mid-1974 with the secretary of Huschke von Hanstein, the racing boss of Porsche, at a drive-in theatre in the US barracks where private sellers sold their cars. It was used for month while the owner was in Germany and shipped back in a 40-foot container bound for Australia from Stuttgart with two 908 Porsches ordered by Hamilton Porsche. Once back in Melbourne the car was painted in red (from its original metallic blue) and converted to RHD in the Noble Park workshop of Porsche Australia. The odometer displaying 67,423 km's. This car is sold unregistered.</p> <p>Est. 11,000 - 15,000</p>

Lot	Title/Description
67	<p>1966 DAIMLER MAJESTIC MAJOR (Ex-Romanian Embassy UK)</p> <p>1966 DAIMLER MAJESTIC MAJOR (Ex-Romanian Embassy UK)Chassis no. 137785Engine number. 94822Body no. 1078Largely regarded as the last true Daimler, the Majestic Major (DQ450) was a luxury saloon, based on the Daimler Majestic, with the Major being enhanced with the acclaimed Edward Turner designed 4 ½ litre overhead valve V8 with twin SU carburetors. The V8 produced 220 bhp at 5500 rpm and was delivered through a three-speed Borg-Warner DG 12 automatic gearbox. With all this the car was able to reach top speeds in excess of 120mph, with Motor Sport Magazine describing the Majestic Major as having 'Sports car performance'. Suspension has front coil springs, rear rigid axle and semi-elliptic leaf springs and the car is slowed by Dunlop disc brakes all round. The Major was six inches longer than the standard majestic and featured a distinctive "V" motif in the radiator grille, which denoted the V8 engine (an engine that Jaguar tested in their MK10 cars, producing a great increase in performance, though never finding its way into full Jaguar production).Cabin luxury came in the form of a high quality and comfortable leather interior, with walnut facia and trim and cocktail tables for rear passengers. This beautiful Major was manufactured the 20th of June 1966 and was sold directly from Daimler to the Romanian Embassy, London on the 23rd of August 1966 with the registration KYM 167 D (as identified on the Heritage Certificate). The previous owner believes the car was then purchased by the British Government and used by the highly decorated and famed Lieutenant General Sir Brian Gwynne Horrocks prior to going into storage. The car still bears his regimental badge on the front grille. The car was imported into Australia from the UK in 1983 after being in storage for 10 years with only 23k miles recorded. The car has been repainted in Australia in a striking and regal livery of two tone black and silver with the well appointment red leather interior. It has since been lovingly cared for and highly maintained by its owners in Australia, with the car winning multiple Daimler owners' car club of Australia awards. This car is offered with Jaguar Daimler Heritage Certificate, original owner's handbook, service manual, spare parts including dash section with guages, catalogue and healthy receipts file. This car is being sold unregistered</p> <p>Est. 31,000 - 35,000</p>
68	<p>1947 CITROEN TRACTION AVANT 11CL LIGHT FIFTEEN</p> <p>1947 Citroën Traction Avant 11CL Light FifteenChassis No: 127467The iconic Citroën Traction Avant (literal translation 'front wheel drive') was launched in 1934 and had a long list of innovative features including front-wheel drive, hydraulic brakes, monocoque construction, independent front suspension, rack and pinion steering and torsion bars. The new and modern styling with low-slung styling devoid of running boards was in production for more than two decades.Tractions were offered in different body types and mechanical specifications and built in France and Belgium with right hand drive cars being built at Slough Trading Estate, England. The Slough version of the 11L was called the Light Fifteen and the long wheelbase 11 was called the Big Fifteen. English cars used 12-volt Lucas electrics, headlights, dynamo and starter. The interior had a walnut dash board, with Jaeger instruments and a wool headlining. Post-war cars were updated with wing-mounted indicators and a larger boot. A 1,911 cc (116.6 cu in) Light Fifteen tested by the British magazine The Motor in 1951 had a top speed of 72.6 mph (116.8 km/h) and could accelerate from 0–60 mph (97 km/h) in 29.7 seconds.This 11CL on offer here was purchased by the current owner many years ago from a renowned Adelaide collector, and has been in dry storage ever since. The odometer displaying 42,873 miles. With a strong local club movement and cult following around the world, the Traction Avant is an affordable classic car with great useability. This is a wonderfully original example that is ready for its next custodian to bring it back to its former glory. This vehicle is sold unregistered.</p> <p>Est. 7,000 - 9,000</p>

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Lot	Title/Description
69	<p>1922 CITROEN 5CV ROADSTER</p> <p>1922 Citroën 5CV Roadster Chassis No. C67264 Engine No. VA7 1327 Largely regarded as the car that helped put France on wheels, Citroen's Type C (5CV) was the French equivalent of the Austin 7, debuting in 1922 with a production run of 88,000. Citroen ceased production on the 5CV in 1926, despite a glowing reputation for being a robust, durable and efficient car that fitted within most people's budgets. Powered by a diminutive, four-cylinder, 855cc, side-valve engine, it was sprung by quarter-elliptic leaf springing all round and like its larger stable mates, the Model A and Model B, proved virtually indestructible in service. The car was originally called the Type C but was updated to the C2 in 1924 which was in turn superseded by the slightly longer C3 in 1925. The Type C was, and still is, well known as the 5CV due to its French fiscal rating of its engine for taxation purposes. The original C and updated C2 models had a tourer body built on a 2.25-metre wheelbase, while the C3 had a 'cloverleaf' three-seat arrangement and came on a longer 2.35-metre wheelbase. All used inverted quarter-elliptic spring suspension, with braking to the rear wheels (with a hand lever) and transmission (via a foot brake). The first Citroens arrived in Australia just after World War One and these great little French Light Cars remain very popular around the world today. This right-hand drive example is presented in two tone livery with black guards and maroon body, grey hood and black vinyl beach seat. It was purchased by the current owner in 2008 and is fitted with Olympic Balloon tyres with the spare wheel detached (lacking tyre) but present. A great feature of this car is its size, being so compact, it won't take up much space in the new owner's garage! This vehicle is sold unregistered.</p> <p>Est. 15,000 - 18,000</p>
70	<p>1996 JULIEN AND BOYER MATRA-HONDA LAND SPEED RECORD CAR (World record holder)</p> <p>1996 JULIEN AND BOYER MATRA-HONDA LAND SPEED RECORD CAR World record holder The Julien and Boyer land speed record car was purpose-built to out-perform the 500cc one-hour record of 189.5km/h (average) set by Englishman John K. Brisse in 1953. This achievement remained unbeaten until 1997 when Henri Julien and Bernard Boyer built a record car capable of exceeding Brisses 1953 average speed record. The inimitable French Blue aerodynamic streamliner set a new world record by achieving an average speed of 222.5km/h at the CERAM track in Mortefontaine situated 40km from Paris on 3rd September 1997 beating the record Brisse had held for an astonishing 44 years. The record set in 1997 by Julien and Boyer stands today and accordingly is still recognised and listed in the Guinness Book of Records. Julien and Boyer both had outstanding technical achievements in the highest echelons of motorsport. Julien was the founder of Automobiles Gonfaronnaises Sportives (AGS) in 1968, winning several championships over 36 seasons as an F2 constructor, then moved into F1 construction, in 1986. Bernard Boyer was a skilled racing engineer, particularly with the Matra team that secured three consecutive victories at Le Mans (1972-1973-1974) and two World Sports Car Constructors Championships (1973-1974). He was famously involved in winning the 1969 Formula One World Drivers and Constructors Championship with Sir Jackie Stewart in the Matra MS80. With the co-operation of Honda France, Michelin, and others, the concept and design of this record-breaking car was developed in early 1996, and the car was ready for testing in 1997. The lightweight body, built with carbon-fibre and epoxy resin, weighed only 290 kilograms. The chain-driven 499cc Honda V-twin engine was married to a six-speed manual gearbox and fitted to a lightweight tubular steel chassis with four-wheel independent coil-over suspension and dual circuit twin-disc brakes. The interior was simply a plastic bucket seat, a wooden steering wheel and two essential gauges-one for temperature and the other for engine revolutions per minute. The World record was shattered and more-so. Boyer managed to beat four additional records for one-off, non-supercharged cars with displacement between 351 and 500cc, including average speeds sustained over 10 and 100 kilometres. The 1996 Julien Boyer Land Speed Record Car was owned by the famous Brazilian collector, Mr. Abraham Kogan, before being purchased at the RM Automobiles of London auction on 31st October 2007 before being imported into Australia and subsequently selling to the current owner in 2016. The car remains well preserved and in the near condition it was in when it completed the speed attempt, being virtually unused. It is accompanied by the original concept drawings; photos of the forming of the body mould and chassis construction; the speed attempt technical records and official FIA documentation and regulations, including the Certification de la longueur de la ligne de record. This car is being sold unregistered. NOTE: Please note the images on the neutral white wall were taken in 2016. The images of the car in situ in the museum have been taken in the last 3 months and reflect its current condition.</p> <p>Est. 40,000 - 48,000</p>

Lot	Title/Description
71	<p>REIMS: An original poster from the French Formula 1 & 3 Grand Prix at Reims on 2 July 1961</p> <p>REIMS: An original poster from the French Formula 1 & 3 Grand Prix at Reims on 2 July 1961, artwork by Jean Des Gachons, 66cm high x 48cm wide, appears to be laydown and framed.</p> <p>Est. 80 - 140</p>
72	<p>MICHELIN: An early Michelin portable trolley compressor with seated Bibendum figure</p> <p>MICHELIN: An early Michelin portable trolley compressor with seated Bibendum figure, with later pressure gauge with brass air cleaner, compressor motor by Crompton Parkinson retailed by Noyes Bros. Pty Ltd.</p> <p>Est. 1,800 - 2,800</p>
73	<p>BUGATTI: Three Bugatti pictures</p> <p>BUGATTI: Three Bugatti pictures including two reprint period publicity posters and a type 45 photo of front wheel at speed.</p> <p>Est. 50 - 150</p>
74	<p>MONACO: Six Monaco Christie's and Brooks auction posters</p> <p>MONACO: Six Monaco Christie's and Brooks auction posters from the late 1980s and early 1990s, all framed and glazed, largest 76cm high x 54cm wide.</p> <p>Est. 50 - 150</p>
75	<p>BRANDS HATCH: Two original Brand Hatch posters, circa 1972</p> <p>BRANDS HATCH: An original poster featuring Lola T70s from the BOAC 1000 World Championship Sports Car Race from 16th April 1972 and artwork by Dexter Brown; Together with the Britannica 2000 European Championship Race, each 70.5cm high x 50.5cm wide.</p> <p>Est. 100 - 200</p>
76	<p>BUGATTI: BUGATTI: 'Le Champion Du Monde 1926' lithograph print by Ernst Deutsch Dryden and other</p> <p>BUGATTI: 'Le Champion Du Monde 1926' lithograph print by Ernst Deutsch Dryden, 66cm high x 92cm wide together with an exhibition poster from the Camden Arts Centre for Ernst Dryden 'Designs from Vienna to Hollywood 1983, both framed.</p> <p>Est. 150 - 250</p>
77	<p>BUGATTI: An oval form brass petrol tank believed to be original and off a Brescia Bugatti</p> <p>BUGATTI: An oval form brass petrol tank believed to be original and off a Brescia Bugatti, 58cm long, 34.5cm wide (largest oval side) x 29cm wide (smaller oval side).</p> <p>Est. 300 - 500</p>
78	<p>BUGATTI: A aluminium Bugatti wheel to suit a type 35/43, ex-Dutton (UK) Limited and unused</p> <p>BUGATTI: A aluminium Bugatti wheel to suit a type 35/43, purchased as a spare for a type 35 but never used, believed to have been purchased from Ivan Dutton Limited UK aprox. 15 years ago.</p> <p>Est. 1,000 - 2,000</p>
79	<p>VOLVO: A decorative cutaway showroom display Volvo 4-cylinder engine</p> <p>VOLVO: A decorative cutaway showroom display Volvo 4-cylinder engine, mounted on 'V' form pedestal with electric circular rotational plinth. This could have been used at Motor show launch by Volvo, 160cm high x 116cm wide.</p> <p>Est. 400 - 600</p>
80	<p>JOHN SURTEES: A limited edition print titled 'My Favourite Race' (signed Surtees)</p> <p>JOHN SURTEES: A limited edition print titled 'My Favourite Race' featuring John Surtees leading the 1966 Belgian Grand Prix. Surtees in the Ferrari 312 is leading Jochen Rindt's Cooper Maserati, numbered 157/950 and signed by Surtees and artist Dion Pears, 59cm high x 54cm's wide</p> <p>Est. 50 - 100</p>
81	<p>FORD: An interesting cutaway showroom display Ford inline-6 250 2V engine</p> <p>FORD: An interesting cutaway showroom display Ford inline-6 250 2V engine, transmission and assembly mounted on moveable pedestal, engine used in Australian Fords from XY to XA Series, 127cm high x 165cm wide.</p> <p>Est. 400 - 600</p>
82	<p>JUMBO GODDARD: An early 20th century steam engine centrifugal governor</p> <p>JUMBO GODDARD: An early 20th century steam engine centrifugal governor with metal wall mounting bracket which allows for rotation, given to the current owner by Jumbo Goddard in the 1980s and always referred to as "Jumbo's Balls"</p> <p>Est. 500 - 800</p>
83	<p>SYDNEY: A painted cast iron coat of arms of Sydney and 'SCC' inspection plate</p> <p>SYDNEY: A painted cast iron coat of arms of Sydney, 62cm high x 92cm wide; together with Cast iron Sydney City Council 'SCC' plate believed removed from a street light post, 26.5cm high</p> <p>Est. 300 - 600</p>

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84	SYDNEY: A Sydney Harbour Bridge construction pictorial circa 1932 SYDNEY: A Sydney Harbour Bridge construction pictorial, open on 19th March 1932, 25th April 1930 first image, 4th February 1931 last image, 'Sydney Harbour Bridge open on 19th March 1932, 48cm high x 96cm wide visible, framed and glazed Est. 100 - 200
85	BERTRAM MACKENNAL (1853-1931) Edward VII, charcoal on paper BERTRAM MACKENNAL (1853-1931) Edward VII, 1905 charcoal on paper signed and inscribed lower left "Mackennal/Edward VII" 46.5 x 37.5cm provenance: John Horace Mackennal, the artists brother, thence by descent. In 1910 Mackennal designed the Coronation Medal for King George V and also won the important commission for the obverse design (the monarch's head) of the new coinage needed for the new reign from 1911, from which he developed the new design for the King's head on British postage stamps. This is certainly his most enduring design. His initials, B.M., can be seen on the truncation of the King's neck on the obverse of all British coins of George V. His next important work was the memorial to Thomas Gainsborough at Sudbury, which was followed by the memorial tomb of King Edward VII at St. George's Chapel, Windsor. Mackennal also sculpted statues of King Edward VII for London, Melbourne, Calcutta and Adelaide. Mackennal was the first Australian artist to be knighted. He was created a Knight Commander of the Victorian Order in 1921 by H.M. King George V on the occasion of the unveiling of the London equestrian statue of King Edward VII. He was elected R.A. in 1922. Est. 2,500 - 4,500
86	BRABHAM: A framed limited edition print numbered 184 of 750, signed Braham and Tauranac BRABHAM: A limited edition print numbered 184 of 750 titled 'History in the Making' featuring Sir Jack Brabham AO, OBE, winning the French Grand Prix & Formula 1 at Reims on the 3rd July 1966, in his F1 Repco Brabham BT19. This victory was the first GP win by a driver in a car of his own construction, and the first by an Australian-built engine. The race also set the record for the fastest GP win in history, average speed of 136.8mph. Together with Chief Designer Ron Tauranac AO, Jack went on to win the F1 Drivers Championship that year, and the Constructors Championship in 1966 and 1967. Signed by both Sir Jack and Ron Tauranac together with being numbered and signed by the artist Randall Wilson on the lower margin, 80 x 50 cm, framed and glazed. Est. 400 - 600
87	BILLIARD TABLE: An impressive Heiron & Smith 12 1/2x 6 1/2 " full size billiard table and associated items BILLIARD TABLE: An impressive Heiron & Smith 12 1/2x 6 1/2 foot full size billiard/pool table; together with shaded rectangular hanging light, wall counter, cues, fabric cover, two boxes of balls and a collection of associated items. Est. 1,800 - 2,500
88	PLUME: A Plume enamel sign with Pegasus PLUME: A Plume enamel sign with Pegasus, 50cm high x 26cm wide Est. 200 - 300
89	VEEDOL: A rare double signed standing garage sign VEEDOL: A rare double signed standing garage sign in the form of an oil barrel lid, featuring 10-30 motor oil on one side, on metal stand, 100cm high. Est. 300 - 500
90	CASTROL: A large Castrol Wakefield enamelled sign CASTROL: A large Castrol Wakefield enamelled sign, with bullet holes and some lead pellets still lodged in the divots, 91cm high x 182cm wide. Est. 700 - 900
91	UNDERSEAL: A large 'Underseal Brand; tin sign UNDERSEAL: A large and rare 'Underseal Brand; tin sign titled 'SAVE YOUR CAR NOW', 92 high x 183.5 cm wide. Est. 800 - 1,200
92	LAUREL KEROSENE: A double-sided post mounted Laurel Kerosene enamel sign - green LAUREL KEROSENE: A double-sided post mounted Laurel Kerosene enamel sign, white ground with green wreath, stamped 'Vic ena. works Geelong', 38.5cm high x 62cm wide. Est. 300 - 400
93	SHELL: An early Shell 'Stick Man' transmission oil 'S.A.E 160' four-gallon square oil drum SHELL: An early Shell 'Stick Man' transmission oil 'S.A.E 160' four-gallon square oil drum, with embossed top. Est. 200 - 400

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94	LAUREL KEROSENE: A double-sided post mounted Laurel Kerosene enamel sign - yellow LAUREL KEROSENE: A double-sided post mounted Laurel Kerosene enamel sign 'The soft white light', yellow ground, stamped 'Vic ena. works Geelong', 30.5cm high x 53.5cm wide. Est. 250 - 350
95	MOBILGAS: A large Mobilgas enamelled shield with Pegasus MOBILGAS: A large Mobilgas enamelled shield with Pegasus, 45.5cm high x wide 46.5cm Est. 250 - 350
96	CASTROL: A square green Castrol enamelled sign, 61cm CASTROL: A square green Castrol enamelled sign, 61cm. Est. 250 - 350
97	SHELL: An early Shell Motor Oil 'Triple' S.A.E 50 four-gallon square oil drum SHELL: An early Shell Motor Oil 'Triple' S.A.E 50 four-gallon square oil drum, with embossed top. Est. 100 - 200
98	SHELL: An early 'Shell Benzine' two-gallon embossed oil drum SHELL: An early 'Shell Benzine' two-gallon oil drum, with embossed top. Est. 50 - 80
99	SHELL: A Shell Motor Spirit Timber box SHELL: A Shell Motor Spirit Timber box, with branding on all four sides. Est. 50 - 100
100	GARAGENALIA: A collection of garagenalia GARAGENALIA: A collection of garagenalia including grease gun, oilers, funnels and Lucas battery glass filler bottle Est. 50 - 150
101	CHAMPION: A Champion spark plug 'Choice of Champions' plastic advertising sign CHAMPION: A Champion spark plug 'Choice of Champions' plastic advertising sign Est. 60 - 80
102	TEXACO: A Texaco enamel signed by 'METTERS Ltd Syd' TEXACO: A Texaco enamel sign by 'METTERS Ltd Syd', 35.5cm high x 47cm wide Est. 150 - 300
103	MICHELIN: A reproduction 'Miles and Smiles' Michelin Tyres enamel sign MICHELIN: A reproduction 'Miles and Smiles' Michelin Tyres enamel sign, 50cm high x 21cm wide Est. 80 - 120
104	FANGIO: A commemorative poster 'The Maestro Returns' 1986 FANGIO: A commemorative poster 'The Maestro Returns' celebrating Juan Manuel Fangio's visit to Adelaide in October 1986, artwork by Stonie, 62cm high x 49cm wide, framed. Est. 80 - 120
105	BATHURST: Two posters on Tooheys corflute sheets circa 1989 BATHURST: Two posters on Tooheys corflute sheets circa 1989 Est. 30 - 50
106	BENTLEY: The Book 'Bentley Specials & Special Bentleys; by Ray Roberts BENTLEY: The 'Bentley Specials & Special Bentleys; by Ray Roberts, bound in grey hardcover with dust cover and 'Those Bentley Days' by A. F. C. Hillstead (Author), W. O. Bentley (Foreword) Est. 30 - 50
107	DUCATI: A group of related items DUCATI: Two framed colour copies of original Ducati MHR 900 motorcycle and specs; two books including 'Ducati Buyers Guide' by Mick Walker; and 'On Ducati 1962-1980' by Brooklands Books; and one 2001 Ducati Model Brochure. Est. 40 - 60
108	BRITISH: Volume 1 to 4 of the 'Servicing Guide to British Motor Vehicles' BRITISH: Volume 1 to 4 of the 'Servicing Guide to British Motor Vehicles - Published for "Motor Car Trader" and "British Automobiles Overseas" published by the Trader Publishing Company, four books in red hardcover. Est. 40 - 60
109	ROLLS-ROYCE & BENTLEY: Rolls-Royce and Bentley books ROLLS-ROYCE & BENTLEY: Rolls-Royce Silver Cloud I and Bentley S1 & Continental Parts list Volume 1 & 2; Rolls Royce Silver Cloud I and Bentley S1 & Continental workshop Manual; and Original 1992 Bentley Brooklands, Continental, Turbo R/RL and Continental R Brochure Est. 100 - 200
110	JAGUAR: Three books on Jaguar sports racing cars JAGUAR: Three books on Jaguar sports racing cars including; 'Jaguar Sports Racing & Works Competition Cars from 1954' Revised Edition y Andrew Whyte; 'Jaguar XJR Group C & GTP Cars - A Technical Appraisal of the V12 Cars' by Ian Bamsey; and 'Jaguar The Sporting Heritage' In Association with the Jaguar Daimler Trust by Paul Skilleter. Est. 120 - 200

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Lot	Title/Description
111	JAGUAR: Five books and two Brochures predominantly XJS related JAGUAR: Five books and two Brochures predominantly XJS related including; An original 'Genesis of the Jaguar V12 Brochure; an original Jaguar XJ6, Sovereign, Daimler, Sovereign V12, XJ-S V12 and XJ-SC V12 Brochure; and five Jaguar books including; 'Jaguar XJS' by Rivers Fletcher; 'You & your Jaguar XJS - Buying, Enjoying, Maintaining, Modifying' by Nigel Thorley; 'Jaguar XJS Gold Portfolio 1975-1990' by Brooklands Books; 'XJS Repair Operational Manual'; and 'Jaguar XJ12 & XJS, Daimler Double Six 1972-1980 Owners Workshop Manual' by Haynes. Est. 140 - 240
112	GOODWOOD: A 2008 Goodwood Revival poster. Lord March, Stirling Moss, Murray Walker signatures GOODWOOD: A 2008 Goodwood Revival poster, signed by Lord March, Stirling Moss, Murray Walker; framed, measures approximately 64cm wide, 89 cm high. Est. 350 - 550
113	1971 AUSTIN 'LONDON BLACK CAB' FX4 SALOON 1971 AUSTIN FX4 LONDON TAXICABFirst introduced in 1958 to replace the FX3 (produced between 1948-58), the all new FX4 was designed by Austin in collaboration with Mass & Overton, who were a London taxicab dealership and commissioned and helped finance the new model and Carbodies, which were the coachbuilders that built the bodies and assembled the car (and would later acquire the full rights to the FX range in 1982). The FX4 would be the first London taxi to go into production with four doors, and featured a separate chassis with a divided cabin, which provided the most available space and of course that legendary 25' turning circle.Powered by a 2.2 litre 4-cylinder diesel engine coupled to a manual transmission originally derived from the Austin Gypsy, the 'Black Cab' was updated in 1969 with improvements to the interior including extra sound deadening, black vinyl seating and an altered partition resulting in more leg room. The 'bunny ear' turns signals were replace for more modern turns signals.This iconic 1971 FX4 was privately imported into Australia in the mid seventies and was later added to the museum, where it has remained a popular exhibit. This FX4 would make a great candidate for a wedding or promotional car.This vehicle is sold unregistered. Est. 10,000 - 15,000
114	1968 BSA FIREBIRD SCRAMBLER 1968 BSA A65 FIREBIRD SCRAMBLEROne of only 250 produced in 1968Frame No.: AS5FB 7800Engine No. A65 FB 7909When the Firebird Scrambler model showed up on American shores in 1968 it looked tough, it rode tough, and was built as a "desert sled", nickname for off-road/enduro/desert-racing made famous by the likes of Steve McQueen. Fitted with a sturdy four stroke, parallel twin, OHV 654cc engine. In first year of production, BSA made only 250 of these Firebirds, almost all of which went to the United States, with those side-panel decals showing the crossed American and British flags. It fitted with high pipes, small tank, lightweight alloy fenders, lack of grab bar, and the universal tires, together with the twin carbs of the Lightning and Spitfire models giving it more high-rpm power, but a little less pull down low. Even with BSA's successful track record with enduro racing bikes, the BSA Firebird cost a healthy \$1,360, which priced out many struggling American college students, who opted for cheaper Japanese bikes, so production numbers were lower than anticipated, with the model only running from 1968-1971.This attractive A65 Firebird Scrambler on offer here has been in its current ownership for the past 10 years, with the bike being secured from a close friend who had custodianship for 15 years prior to that. The bike presents as a well-maintained example, having never had a full restoration. We are informed that with the last 10 years it's had its original fibreglass tank repaired (mounting hole leak) and repainted, new wiring harness; electronic ignition; battery; carburettor (30ml Amal Premier Concentric). The bike has also been enhanced with a higher gearing ratio making it much more user friendly for the open road. This BSA's 650cc A65 is rare to find in Australia and indeed harder to find an example that has been so well maintained and yet sparing used. Smiths odometer displaying 01950 miles. This motorcycle is being sold unregistered Est. 11,000 - 13,000

Lot	Title/Description
115	1934 ARMSTRONG SIDDELEY 12HP TOURER 1934 ARMSTRONG SIDDELEY 12HP TOURERChassis No: 91961First announced in October 1928 and introduced in 1929, the Armstrong Siddeley 12hp was offered to the market with a variety of bodies; two seater coupe, four seater tourer or fabric saloon. The cars were built alongside aero-engines and had the same Aeronautical Inspection Department standards applied, which saw the small 1.2 (or later 1.4) litre six cylinder auto engine have the same strict standards applied as a 47.5 litre 14-cylinder Leopard radial aero engine. Originally fitted with a 1236cc sidevalve, six-cylinder engine the 12hp had the stroke increased from 1931 resulting in a displacement of 1434cc (with output remaining at 12hp). Arguably the first model from Armstrong Siddeley to be offered to the mass market the cars proved refined and usable and were initially available with an othordox three speed or a three speed 'Wilson-patented' preselect gearbox. The cars were updated in 1934 with a four speed 'Wilson-patented' preselect gearbox (such as fitted to this car) and vee-shaped front grille, while wire wheels came standard on sports models.This 12hp was purchased from the estate of a retired farmer in Geelong in the late 80's. The Australian body was built to ensure its configuration would allow the fitment of milk containers to remain upright within the spacious boot area. The car has remained in the current family for over 30 years and has been garaged, regularly maintained but used sparingly (regularly started and has attended a few rallies in the past). A quantity of tools and a luggage 'Trunk' carrier (stored in boot) are also included with car.This 12hp is a solid runner and would prove to be an ideal entry into vintage motoring.This car is sold unregistered. Please see the below video of the car driving, engine running and oil pressure gauge. Est. 18,000 - 22,000
116	1990 JAGUAR XJS V12 COUPE 1990 JAGUAR XJS-HE V12 COUPE Vin: SAJJNAEW3BF165313First introduced at the 1975 Frankfurt Motor Show, the XJ-S was Jaguars new generation Grand Tourer following on from the iconic E-Type. The XJS would go on to have a production life of more than 2 decades, a testament to the popularity of the luxury tourer. Powered by the brilliantly developed and smooth 5.3 litre 60-degree all-alloy V12, with a single overhead camshaft per bank, fuel injection and producing 285bhp. A new 'High Efficiency V12 was developed in 1981 and the model became known as the XJ-S HE. The new offering was comprised of a high compression cylinder head design giving an improvement in fuel economy without sacrificing performance, while other improvements were also made through the years to the luxurious interior with the addition of wood and chrome trims. The Jaguar XJS proved to be a smooth, comfortable and well performing GT that was enjoyed by many over its two-decade production run.This two-owner quintessential British Racing Green with Biscuit Tan leather interior XJS was purchased new by Beatrice Kirby in June 1990, the wife of noted Melbourne businessman Roc Kirby who founded Village Roadshow cinema chain and production company. The car was then purchased by the Museum in 1997 after Mrs Kirby traded it on a Jaguar XK8. The car was well maintained and used as a personal car by Stuart Saunders for many years before being placed on display at the museum, sold with original books. Odometer displaying 194, 692 KM. This vehicle is sold unregistered. Est. 17,000 - 21,000
117	HONDA CB 350 TWIN 1970 HONDA CB 350 TWINFrame No: CB350-4104156Engine No: CB350E-4161673Produced by Honda between 1968 and 1973 the Honda CB350 was a reliable and durable motorcycle that became one the bestselling models in Hondas range. Powered by a 325.6cc OHC parallel twin cylinder four stroke engine, fitted with dual Keihin carburetors, the CB350 sold more than 250,000 units in its five year production run. The CB350 was a somewhat rare sight in the UK compared to the CB250 (due to learners limitations of a 250cc capacity), with most, such as this example being green, though were also available in purple or gold.This CB350 was acquired by Dr Saunders from its original owner in the UK and was used to ferry the good Dr to Moorfields, and later London hospitals where he was working. Upon arriving in Australia Dr Saunders was pleasantly surprised to see the bike whilst unpacking. The bike was never meant to come to Australia and was erroneously packed with other items, not one to let the opportunity go to waste, the bike proved useful and was garaged in and used while Dr Saunders was in Sydney.This bike is sold unregistered. Est. 3,000 - 7,000

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Lot	Title/Description
118	<p>1961 JAGUAR 3.8 MK2 SALOON (with manual gearbox)</p> <p>1961 JAGUAR 3.8 MK2SALOON (with manual gearbox)Riding on the success of the earlier Mark 1 2.4 and 3.4 sports saloons the Mark 2 Jaguar was launched in October 1959. The new model was an improvement over the earlier cars and became a great success for the marque. The cars fitted with the 3.8 litre variant of the XK straight six were, at the time the fastest four door cars available and achieved success in Motor Sport events across the world. The "MKII" was increasingly popular given its ability to offer performance in comfort and remained in production until 1967. These medium sized saloon cars were designed and built with the adage of "Grace, Pace and Space" and they delivered on all three points. This factory RHD example has had extensive improvements including a tuned "S" Type 3.8 engine with extractors, triple weber carburetors, and is mated with a durable 5 speed Supra gearbox. There are also suspension enhancements as well as interior upgrades with recently retrimmed interior (front seats believed to be Porsche) together with a later Jaguar console fitted. The car also comes with a spare set of Rims and tyres that are similar in appearance to the Dunlop racing wheels that graced many of the iconic Jaguar competition cars of the period.This quintessential British Racing Green on Tan interior car represents an exceptional package that is brilliant to drive, if you are looking for a classic with some extra punch that you can enjoy on the road or track then this is your car.This car is sold unregistered.</p> <p>Est. 33,000 - 39,000</p>
119	<p>MG N TYPE MAGNETTE SUPERCHARGED SPECIAL</p> <p>MG N type Magnette Supercharged SpecialEngine No: 1192ANCar No: NA/ 0963 Year of Manufacture: 1934The MG N types were the final development of the 6-cylinder Magnette type. They had a lighter yet stiffer chassis than the K types and a slightly narrower track. The N engine was 1271cc and had improved porting over the K developing 21% more horsepower in the unblown format. Standard Ns developed 56 bhp @ 5500 rpm but the NE with special valve timing and larger carburetors developed 74bhp@ 6400 rpm., which was a very high output for 1934. Supercharged, the engines can develop over 120 bhp. The standard gearbox was a Wolseley 4 speed crash box but the Wilson 75 PSGB by ENV was available in period as an option for£25. Some NEs had ENV manual gearboxes.N types were very active competitively in the UK winning the 1934 Ulster TT race and numerous trials. With the amalgamation of MG into Morris in 1935, racing was stopped and the production of the OHC MGs ceased.In Australia, N types were also very competitive prewar. 2 NEs were imported as well as approximately 16 NAs in period, competing in a variety of events including the Lobethal and Bathurst AGPs.The N type was the last OHC MGs in production lasting till April 1936 with 736 being built.The factory file from the triple M register show that this car went to Morris Industries for Export, was a 2-seater with engine number 1192AN and body number 175. Though no destination was recorded. The car was found in the United states in the possession of an MG enthusiast, Mr Chis Leydon, who had just restored the Doreen Evens Trials NA and was considering building a replica but ultimately decided to sell it. It was then purchased and brought into Australia as a rolling chassis with parts in around 2002. It changed hands several times before an extensive full restoration was undertaken between 2012-2015 by the current owner at a significant expense, at the highly revered workshops of Paul Chaleyer at Historic and Vintage Restorations (HVR) in Melbourne. This included a new fully aluminium body in BRG livery, in K3 style, with cockpit enlarged for the 6'1 tall owner. The ENVtype75preselector gearbox was rebuilt, and a swag of new parts added included; stub axles, steering box, , crown wheel and pinion, wheels and tyres, instruments, exhaust, K3 style sump (larger capacity). The car has standard cable N-Type brake system which was rebuilt. The engine has the follow new components; engine block, crankshaft, crank, conrods, new n-type crown flow head and the Volumex Supercharger (Roots type) was rebuilt.This MG would be lucky to have covered 3,000 Km since restoration, drives exceptionally well and is presented in immaculate condition having had a full service By HVR in October last year, ready to be driven and enjoyed. This car is sold unregistered. Thank you to Andrew Fock - Captain on the Australian Prewar MG register for his assistance.</p> <p>Est. 190,000 - 230,000</p>

Lot	Title/Description
120	<p>1963 WATSON INDIANAPOLIS RECREATION ROADSTER (Parnelli Jones 1963 Indy 500-winning 'Agajanian Willard Battery Special)</p> <p>1963 WATSON INDIANAPOLIS RECREATION ROADSTER SPECIALCHASSIS No: 653-MB1Parnelli Jones 1963 Indy 500-winning 'Agajanian Willard Battery Special'A reproduction of the Parnelli Jones 1963 Indy 500-winning Watson "Agajanian Willard Battery Special" Indy Roadster, nicknamed "Calhoun". The original car was built by A.J Watson for team owner J.C. Agajanian in 1960 with a 252ci Meyer-Drake Offenhauser. The car finished 7th at the 1960 Indy 500 driven by Lloyd Ruby. From 1961 to 1964 the car was raced by Parnelli Jones, who led the Indy 500 at some stage in each of these years and ultimately won the 1963 Indy 500 after taking pole position, led for 167 of 200 laps and set a record average speed of 143.137mph. The car was also the first to officially lap the Indianapolis Motor Speedway in excess of 150mph in 1962).This bespoke built special was expertly constructed from the ground up to an enthusiast's exacting requirements for use in historic sprints and hill climbs. This Special utilises a Chevrolet 350ci (5.7-litre) with Dart alloy heads, T5 gearbox, Schaefer aluminium flywheel, 5.5-inch triple plate clutch, and Winters QC rear end with Wedgelock centre. Built on a custom chrome moly chassis, with Grade 3 heavy duty fibre glass nose and tail, with all other panel's aluminium. Uses Dragway wheels and finished in the 1963 Agajanian Willard Battery #98 Indy 500 winning livery.Featured here on the homepage of the Noosa Hill Climb website:https://www.noosacarclub.com.au/index.php/events/noosa-hill-climb-summerA striking, fast and rewarding special to drive in track days, Sprints and Hill Climb events.The vehicle is being sold unregistered.</p> <p>Est. 39,000 - 43,000</p>
121	<p>FORD: A Ford truck branded grill, likely for an F truck.</p> <p>FORD: A Ford truck branded grill, likely for an F truck.</p> <p>Est. 50 - 100</p>
122	<p>1938 PACKARD 8 SEDAN (project)</p> <p>1938 PACKARD EIGHT 120 SEDANPackard motor cars were able to survive the Great Depression, at a time when huge numbers of automobile manufacturers disappeared, and managed to sell relatively large numbers abroad, further proof of the inherent quality found in these cars. By the mid-1930s the luxury car market in general decline and Packard introduced a new mid-level model known as the 120. In 1938, the 120 was known simply as the Eight and the Sixteenth series chassis was introduced on the 20th of September 1937. The standard wheelbase was slightly longer than the 120, at 127-inches, again using an extremely rigid X-member frame with advanced suspension and hydraulic brakes. Changes included a new grille and bonnet, more rounded lines and a 'V' windscreen. The 1601 Eight was offered with a range of body styles including the touring sedan, club coupe, convertible sedan, business coupe, convertible coupe and Deluxe touring sedan. The Eight was powered by a 282-cid straight eight developing 120 horsepower at 3800 rpm.This Packard Eight offers a potential buyer a rewarding project to complete, with most of the body works already completed (as per receipts). The engine is detached, along with the interior and chrome work (as per images). Sold 'as is' and unregistered with file of invoices for body works undertaken and re-print owner's manual.</p> <p>Est. 6,000 - 9,000</p>
123	<p>AUSTRALIAN MOTORING: A collection of posters mainly relating to classic cars and historic racing including a the 1958 AGP; Ferrari 250 GT SWB at Christie's in 1990</p> <p>AUSTRALIAN MOTORING: A collection of posters mainly relating to classic cars and historic racing including a the 1958 AGP; Ferrari 250 GT SWB at Christie's 1990; together with others.</p> <p>Est. 300 - 600</p>
124	<p>YACHTS: Two metal stylised yachts at full sail</p> <p>YACHTS: Two metal stylised yachts at full sail, 42cm high largest.</p> <p>Est. 80 - 120</p>
125	<p>ROLLS-ROYCE: Two Franklin Mint models of early Rolls-Royces</p> <p>ROLLS-ROYCE: Two Franklin Mint models of a Silver Ghost and Phantom 1 Sedanca De Ville.</p> <p>Est. 50 - 100</p>
126	<p>JAGUAR: A large fibreglass Jaguar showroom display of a leaping Jaguar (SRN)</p> <p>JAGUAR: A large fibreglass Jaguar showroom display of a leaping Jaguar, 58cm high x 242cm wide.SALE ROOM NOTICE (SNR) Please note this lot estimate is now \$1,600-1,800.</p> <p>Est. 1,600 - 1,800</p>
127	<p>MORRIS/ SUNBEAM TALBOT: Two radiator grills</p> <p>MORRIS/ SUNBEAM TALBOT: Two radiator grills for a Morris 8 and Sunbeam Talbot 'Supreme'.</p> <p>Est. 50 - 100</p>

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Lot	Title/Description
128	BMC: Three 'BMC Sales and Service' period rosettes, two in card and larger in plastic, 30cm wide largest BMC: Three 'BMC Sales and Service' period rosettes, two in card and larger in plastic, 30cm wide largest Est. 80 - 120
129	BUGATTI: A collection of Bugatti related items BUGATTI: A collection of Bugatti related items. Est. 100 - 150
130	BRANDS HATCH: An original John Player British Grand Prix advertising Poster from 1978 BRANDS HATCH: An original John Player British Grand Prix advertising Poster from 1978, 70.5cm high x 50.5cm wide. Est. 100 - 150
131	BUGATTI: Four Bugatti framed items BUGATTI: Four Bugatti framed items including 'Le Pur-Sang Des Automobiles' poster from volume V1 of the 1967 Automobile Quarterly Magazine; cutaway drawing of Bugatti type 35 and an advertisement of the Bugatti EB 110 GT unveiled in France on 15 September 1991, all framed. Est. 150 - 250
132	HISTORIC RACING: Three poster relating to historic motorsport HISTORIC RACING: Three poster relating to historic motorsport including the 'Bangkok Historic Grand Prix'; 'Commemoration 1932 Nurburg GP' 1971; together with Westwood Motorsport Park 1989, two framed and glazed the other mounted on board. Est. 50 - 100
133	BUGATTI: A collection of eight Bugatti scale models BUGATTI: A collection of eight Bugatti models of varying scales by Leslie, Matchbox, Burago and Franklin Mint. Est. 50 - 100
134	BUGATTI: A brass plaque displaying 'Ettore Bugatti' BUGATTI: A brass plaque displaying 'Ettore Bugatti', likely taken from Brescia Bugatti engine block, possibly 1960s. Est. 100 - 200
135	MARITIME: A timber half hull model of a sailing boat MARITIME: A timber half hull model of a sailing boat, mounted on timber base. Est. 100 - 200
136	BUGATTI: A collection of Bugatti themed posters from Australia and abroad, including; 'Prescott Motor Racing Hill Climb, 1972'; and others BUGATTI: A collection of Bugatti themed posters from Australia and abroad, including; 'Prescott Motor Racing Hill Climb, 1972'; 'Centenaire Ettore Bugatti (1881-1981) Rencontre Mondiale', ran by the Foundation Prestige Bugatti, poster mounted on foam core board, numbered 134/200 and signed lower right; together with others. Est. 200 - 300
137	BENZ: A 1:8 scale model by Franklin Mint of the 1886 BENZ BENZ: A 1:8 scale model by Franklin Mint of the 1886 BENZ PATENT MOTORWAGEN (SD65). Est. 50 - 100
138	PORSCHE: A 1970s/1980s cased factory Porsche care set PORSCHE: A 1970s/1980s cased factory Porsche care set 'Pfege-set Care Kit Boite De Detersif'. Est. 40 - 80
139	HONDA: A cutaway showroom display Honda Integra 4-cylinder engine HONDA: A cutaway showroom display Honda Integra 4-cylinder engine, gearbox and assembly, mounted pedestal trolley, engine with pgm f1 fuel injection system, 130cm high x 95cm wide (base). Est. 200 - 400
140	OLYMPICS: A 1964 Tokyo 'JAF' Olympics enamelled grill badge OLYMPICS: A 1964 Tokyo 'JAF' Olympics commemorative enamelled grill badge. Est. 80 - 120
141	COLUMBIA: A rare 'Columbia Accredited Dealer' records enamel sign COLUMBIA: A rare 'Columbia Accredited Dealer' records enamel sign, 50.5cm high x 76cm wide Est. 300 - 500
142	BIKE: A novelty three-wheeler food traders tricycle BIKE: A novelty three-wheeler food traders tricycle, 60cm long. Est. 50 - 80
143	NUMBER PLATES: A large collection of number plates NUMBER PLATES: A large collection of number plates Est. 150 - 250
144	TRIUMPH: A Minichamps 1:12 scale model of a 1962 Triumph TR6 TRIUMPH: A boxed Minichamps 1:12 scale model of a 1962 Triumph TR6 motorcycle Est. 40 - 60

Lot	Title/Description
145	FLAGS: A collection of motoring and national flags including; JAGUAR, DUNLOP TYRES, ALFA ROMEO, TATTERSALLS HISTORIC ETC FLAGS: A collection of motoring and national flags including; JAGUAR: DUNLOP TYRES: ALFA ROMEO: TATTERSALLS HISTORIC: ITALIAN: AMERICAN: SALE; and Union jack sheet. Est. 200 - 400
146	NORTON: Four Norton F1 items NORTON: Four Norton F1 items including 2 original sales brochures; 'Norton Rotaries' by Kris Perkins; together with a Norton JPS ceramic mug. Est. 150 - 250
147	PICNIC: An Edwardian picnic set in the form of a footrest PICNIC: An Edwardian picnic set in the form of a footrest, contents incomplete but include enamel ware, the inner edge stamped 'Reg No. 577169' to the leather, together with two wicker flasks and two later 'ABR' wine glasses. Est. 200 - 300
148	LAMPS: A pair of high quality 1920s/30s Marchal headlamps used on Rolls-Royce, Bentley, Delage, Hispano Suiza, Voisin, Isotta Fraschini and Bentley LAMPS: A pair of 1920s/30s Marchal headlamps (likely model 'AJ 310') used on high end cars such as Rolls-Royce, Bentley, Delage, Hispano Suiza, Voisin, Isotta Fraschini, Bentley and others, 29cm diameter front overall, glass 25.5cm diameter. Est. 3,000 - 3,500
149	LAMPS: A pair of large acetylene lamps by 'M&B' LAMPS: A pair of large acetylene glass convex lamps, each stamped 'No. 130', with makers plate of 'M&B' and each stamped on reverse '130'. Est. 300 - 500
150	TOOL: A rare cased Sikes hydrometer for measuring density of liquid TOOL: A rare cased Sikes hydrometer for measuring density of liquids, within in-laid timber box with the two rulers, thermometer and brass float with weights, some lacking. Est. 80 - 120
151	CLOCK: A horizontal tabletop boxed 'Bundy' clock by Glenhill Brook CLOCK: A horizontal tabletop boxed 'Bundy' clock by Glenhill Brook, Huddersfield UK, 23cm high x 24cm wide x 29cm deep, with keys and winder. Est. 150 - 250
152	MILITARY: A military portable Etrco hacksaw kit MILITARY: A military portable Etrco hacksaw jig by C.C Engineering Industries Pty Ltd; together with a calibrator crystal unit. Est. 100 - 200
153	HELIOGRAPH: A WWI leather cased heliograph HELIOGRAPH: A WWI leather cased heliograph with attached period label reading 'O.H.M.S, YI YA 0112 Heliograph 5" reg no. 18693'. Est. 100 - 200
154	VINTAGE: A 'STOP' brake light by Brown Bi-Lite VINTAGE: A 'STOP' brake light by Brown Bi-Lite with number plate clear light below Est. 40 - 60
155	LAMPS: A pair of chrome 'Lucas King of the Road' side lamps LAMPS: A pair of chrome 'Lucas King of the Road' side lamps, with detached bases, one red logo missing. Est. 60 - 80
156	PUMP: An early brass and timber foot pump, circa 1920s/30s PUMP: An early brass and timber foot pump, likely 1920s/30s Est. 40 - 60
157	TRIUMPH: A Minichamps 1:12 scale model of a Triumph Speed Twin TRIUMPH: A boxed Minichamps 1:12 scale model of a Triumph Speed Twin motorcycle Est. 40 - 60
158	MV AGUSTA: Two brochures for the MV Agusta 750s America MV AGUSTA: Two original brochures for the MV Agusta 750s America Est. 80 - 120
159	MILLE MIGLIA: Two posters featuring the 1000 Miglia MILLE MIGLIA: Two posters featuring the 1000 Miglia including the 1984 event poster and an Maa Assicurazioni promotional poster featuring a Maserati 200, both framed. Est. 50 - 150

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Lot	Title/Description
160	<p>FERRARI 550 MARANELLO</p> <p>2001 FERRARI 550 MARENELLO COUPEVin: ZFFR49D000123084Eng: F133A60421A true Grand Tourer in every sense, the 550 Maranello was designed by Pininfarina and was Ferrari's long-awaited return to front-engined, rear-wheel-drive, two-seater configuration last seen in the 365 GTC/4 (a car also on offer here at the Binalong Motor Museum Auction, Lot 162). The 550 takes its name from its displacement of 5.5 liters and its place of birth at the famed Maranello factory. Replacing the renowned Testarossa after a development period of 30 months, the Maranello exploded on the scene at the famed Nürburgring, Germany, in July 1996. There the car showcased its incredible top speed of 199 mph and acceleration of 0–60 mph in a blistering 4.4 seconds. The V-12 powerplant producing 485 hp at 7,000 rpm and fed through a 6-speed manual transmission. The new Ferrari release was revolutionary, and production was restricted to only 3,083 cars between 1996 and 2002. When test-driven by Motor Trend against the Porsche Carrera 4, Dodge Viper, Chevrolet Corvette, and others, the 550 Maranello beat out all competitors with A++ ratings in most categories, a true testament to the quality and performance of the revered 550 Maranello. This late production 550 was delivered new to Lance Dixon, the then Melbourne Ferrari dealer and sold to its first owner in April 2002. The car was then again sold through Lance Dixon Ferrari to its second owner, also based in Victoria in 2004. The car remained there until 2011 when the museum acquired the car and brought it up to Binalong. This 550 has travelled just over 20,000 kilometres and has been well maintained and looked after by Ferrari dealers Lance Dixon Ferrari Melbourne, Zagame in Melbourne, Ferrari Maserati of Sydney and recent servicing works undertaken by independent marque specialists Andrea Motori in NSW. This 550 represents a great opportunity to acquire a late production, low kilometre, highly regarded, practical, inspiring and collectable front engined V12 Ferrari. This vehicle is sold unregistered.</p> <p>Est. 280,000 - 320,000</p>
161	<p>1966 VESPA 125CC SCOOTER</p> <p>1966 VESPA 125 NUOVA Chassis: VMA1T*014136*Engine: VMA1M*012822*Two years after the release of the Vespa Small Frame Series the line-up was extended with a 125cc model, the Vespa 125 Nuova. The frame was basically the same as for the Vespa 50, with the side panels being part of the self-supporting chassis construction. The engine was only accessible through a cover and was mounted in a 45° angle. With its 4.8 HP the Vespa 125 Nuova was good for 80 km/h. During its short time production only 17,100 examples were built in three years (1965-1967), until it was succeeded by the Primavera. That is something it benefits from today in its second life as a classic, since rareness has almost always gone hand in hand with desirability. This Vespa 125 Nuova came from Italy to Australia in 1967, where having led a life of five decades with the one owner, including a colour change from silver to orange in the late 1970s. It was treated to a full high-quality restoration in 2019 and today this rare Vespa 125 Nuova shines in the original silver colour just like on the day it left the factory. This bike is sold unregistered.</p> <p>Est. 7,000 - 9,000</p>

Lot	Title/Description
162	<p>1972 FERRARI 365GTC/4 BY PININFARINA (One of a mere 41 examples produced in RHD)</p> <p>1972 FERRARI 365GTC/4One of a mere 41 examples produced in RHDChassis No. 16091Engine No. F101AC001The Ferrari 365 GTC/4 was first shown at the Geneva Motor Show in 1971 and was a contemporary of the iconic Daytona model. The 365GTC/4 shared a slightly lengthened yet similar chassis design to the Daytona and a wet sump version of the roaring 4,390cc (4.4L) four-cam V12 which was mated to a conventional five-speed gearbox. The cylinder heads were also revised to accommodate the six side-draught 38DCOE Weber carburettors which enabled renowned designer Pininfarina to create the elegant and low-profile bonnet line. Regarded as a more civilised car in comparison with the Daytona, the 365 came with ZF power steering and assisted brakes as standard and with softer suspension which resulted in a far more accommodating ride in true Grand Touring spirit. Despite the GT nature of the car, it wasn't lacking in performance, the slightly detuned V12 was still good for 340bhp and a top speed in excess of 150mph. The 365GTC/4 was only manufactured for 18 months between 1971 and 1973 which resulted in a low production run of just over 500 cars, of which only 41 were right hand drive of which 32 were delivered to the UK. This stunning GTC/4 was purchased by the Stuart Saunders from Maranello Concessionaires Limited in South London in July 1974. It was sold on behalf of the first owner Gerald Thomas, the famous British director of the 'Carry On' comedy film series and owner of Pinewood Studios. It had been driven for only 4500 miles "I had gone to Maranello looking for a Daytona which at that time were selling for £4000 to £5000 and I saw and fell in love with this car, purchasing it for £4,650.00". The car was purchased just before Stewart emigrated to Australia, and the cars features of power steering and optional air conditioning were considered perfect for Australian touring. The example offered here, chassis number '16091' is one of only 42 right hand drive examples produced, with 32 being delivered in the UK and a mere 508 produced overall. The car left Ferrari's Maranello works finished in Grigio Argento Le Sancy (dark silver) with the rare combination of dark blue leather interior. Remarkably the car is still in its original paint and trim, having never being restored. It gained second place in the Ferrari Concours d'Elegance at Eastern Creek, several years ago, due to its originality. This GTC/4 is being sold with its original tool kit and some books (no original warranty card or service book) together with original purchase receipt and correspondence with first owner. Interestingly, the correspondence with Maranello Concessionaires has been signed off by their agent Peter Michael Salmon. He competed in 13 Le Mans 24 Hours, and in 1963 (with Jack Sears) finished fifth overall and first in his class in Maranello Concessionaires' Ferrari 330 LMB. The car has been used and serviced regularly and has undertaken just over 100,000 miles in 50 years. It has been in the custodianship of its current owner for over 48 years and has been impeccably maintained. A car of this condition and quality rarely appears on the market, and this is an extremely rare opportunity to acquire truly collectable original factory right hand drive carburetted V12 front engined Ferrari. This car is being sold unregistered.</p> <p>Est. 500,000 - 550,000</p>
163	<p>1972 DUCATI 750 GT</p> <p>1972 DUCATI 750GTFrame No: DM750S*756417*Engine No: DM750 752945The 750 GT was penned by the now-legendary Italian engineer Fabio Taglioni in 1970 to compete with the superbikes of the age. Lacking the resources of larger Japanese rivals, Taglioni developed an engine with a capacity and power-output comparable to the Norton Commando and Honda CB750, so he chose to take the single cylinder, bevel-drive overhead cam single cylinder engine that Ducati already had in mass production, and create a new version of it. This was Ducati's first road-going 90-degree four-stroke air-cooled V-twin which hit the market in 1971. The 750 GT shot to global superstardom in 1972 when Paul Smart rode a modified racing version of the model to a popular win at the Imola 200 – helping boost both sales and reputation in one fell swoop. Over the course of its 1971 to 1974 production run Ducati sold 4,133 examples of the 750 GT making it relatively rare, and as such, these bikes have become most sort after by collectors. This a great opportunity to acquire a Ducati 750 GT which started an Italian V-twin revolution. Sold with original handbook and Haynes produced workshop manual. The Smiths odometer displaying 30,508 KMs. This motorcycle is being sold unregistered</p> <p>Est. 34,000 - 38,000</p>
164	<p>MOTORCYCLES: A large silver plate twin handled presentation trophy for the Australian T.T. Races 1937</p> <p>MOTORCYCLES: A large silver plate twin handled presentation trophy inscribed "A.C.U.V., Australian T.T. Races 1937 – Club Team Award – won by A. ? S.M.C.C, S.Wood, G.Winton, R.Peters" mounted on octagonal timber base, 36cm high overall including base. This trophy is believed to have been won at Bathurst in 1937.</p> <p>Est. 200 - 300</p>

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Lot	Title/Description
165	HARLEY-DAVIDSON: A rare silver plate twin handled presentation trophy 1939 HARLEY-DAVIDSON: A rare silver plate twin handled presentation trophy inscribed "Harley Club of Victorian 'Mudlark Trial, 2nd Sidecar Won by E. ALBON, lost 294 points, 1st & 2nd July 1939", mounted on octagonal timber base, 30cm high overall including base. Est. 200 - 300
166	MOTORCYCLES: A collection of four motorcycle related prints and poster MOTORCYCLES: A collection of motorcycle related items including; Four photographic reproductions of images including Bennett & Wood Pty Ltd trade display and Sydney showroom; together with an advertising poster of the Marlboro Transatlantic Trophy Britain v America Match Challenge Series Brands Hatch poster, Mallory Park and Oulton Park. Est. 180 - 220
167	1934 HARLEY-DAVIDSON MODEL R 750cc (Australian delivered & single family ownership since 1935) 1934 HARLEY-DAVIDSON R45 750cc TWINSingle family ownership since 1935The Harley Davidson R-series range were produced between 1932 and 1936 and launched during the Great Depression when sales were at a twenty-year low. Despite the challenging economic environment, Harley Davidson persevered with production of the R-series and as a result, was one of only two motorcycle manufacturers to survive the Depression. A mere 450 model R motorcycles were produced in 1934.The 1934 R model had a 45 CI engine and three-speed transmission. Attractive art deco styling included sweeping fender valances and striking colour schemes. The 1934 R model was enhanced to feature low-expansion aluminium-alloy pistons, new oil pump, gear case cover, new clutch set up, Hi-Flo muffler streamlined three piece construction fenders and the tank styled with art deco bars and stylised logo in a diamond shape on tank panel.The model was popular with collectors and Hollywood stars alike, with Steve McQueen and Clark Gable both owning a 1934 Model R.The 1934 R45 on offer here is believed to have been delivered new to Western Australian dealers Mortlock Brothers Ltd. who were the Hudson Terraplane Cars, Harley-Davidson and BSA Motorcycle distributors located at 914 Hay Street, Perth. In 1935, as per the original receipt dated 23rd November 1935, it was resold via Mortlock Brothers from Douglas Edward Blake c/o Browne's Milk Depot, Brunswick Junction to Ernest Howard Wishart, being the father of the current owner. It is likely the bike was purchased originally by one of the two sons of the Edward Browne, who managed the Brunswick Junction business following their father's death in the 1920s.Ernest Wishart used the bike sparingly before meeting a Melbourne girl and moving to Victoria, leaving the bike on his brother's WA farm. It was kept in running order stayed there until the 1970s when it was sent to Ernest's son in Melbourne. Apart from a period of 13 years when working in Sydney, it has lived in Melbourne with Ernest's son "Before dad died eight years ago, he and I started to restore it...it is completely original, the only things really replaced in the restoration were the perishables like rubbers, reupholstery of the saddle and a new exhaust pipe and muffler was fitted. The original motor was never touched internally, and John Gee from Antique Motorcycles did the electrics for us." Receipt of works undertaken in late 2016 from Antique Motorcycles for finishing the restoration totally approximately \$10,000 accompany the sale.Now after 85 years in single family ownership this recently restored, and wonderfully original well documented motorcycle is being sold. Accompanying the sale are period b/w photographs from the 1930s of Ernest and the bike, transfer paperwork from Mortlock Brothers, original rider's handbook and photos from the 1970s of the bike before restoration. The motorcycle retains its original 1930s brass 'Mortlock Dealers' medallion.Presented here is a rare opportunity to purchase a piece of unique Australian motorcycle history.This motorcycle is being sold unregistered. Est. 30,000 - 38,000

Lot	Title/Description
168	1925 BENTLEY 3-LITRE VANDEN PLAS STYLE TOURER (Single family ownership since 1963) 1925 BENTLEY 3-LITRE VANDEN PLAS STYLE TOURER (single family ownership since 1963)Offered from the important automotive collection of the late Dr. David Watson Snr.Chassis No: 1001Engine No: 1014The love of all things automotive in the Watson family spans over a century and three generations, starting with David Walker Watson (1st) who was apprenticed to Fred Brodribb in 1912 as a fitter and turner in his St Kilda Rd workshop. Later David would serve under Fred in the 3rd Motor Transport Division in the Great War ending up in France and not far from the front. After the war, Fred Brodribb became the sole agent for Bentley Motors and Hispano Suiza operating from 372 – 376 St Kilda Rd Melbourne. It was from these premises in the heady 1920s that chassis 1001 came through. By 1936 the tide had turned, and the Great Depression had taken its toll. Fred was now working for David Walker Watson in his business, which he established in 1927 at 14 Queen St Melbourne (a large Chrysler, Plymouth and Morris car & truck agency). At the age of 12, David Edward Watson (2nd) vividly recalled speaking with Mr Brodribb about his exploits with Bentleys, and in particular the 3 litre Supersport 100 MPH car he imported and drove himself (1925 model chassis number 1126, 3rd of the 15 or 16 short 9' chassis made). Fred recounted that "it was a cranky thing I couldn't steer at speed because of the short wheelbase, I had to take my foot off the accelerator to correct it and then go again". Remembering, that this car in its day was probably the fastest production sports car in the countryDavid Watson Jr. (3rd) told Donington's that he also recounted a story his father told him about this car and Fred from their mutual friend Jack Day, one of the founders of Light Car Club and first to drive and layout the Australian Grand Prix circuit at Phillip Island. "Jack was an old friend of my grandfather and father. At Kosciuszko while on the 1926 Alpine Trial, Fred had decided to keep the exposed sump of the Bentley warm overnight by packing straw around it; as a practical joke some lark decided to pinch some of the straw and set fire to it away from the car and rouse Fred to alert him that his car was on fire – Fred was not amused!. There is little doubt that the 3-litre Supersport and Bentleys in general left an impression on my father from an early age. When it came to picking a collectable car in his late 30s it was a Bentley that he first sought out."Early History of car '1001'In May 1925 a 3 Litre standard long (10' 10") chassis number 1001 with engine number 1014 wearing a slightly ungainly 5-seat Freestone & Webb saloon body was delivered to a Mr P. R. Rodgers sporting an unpainted aluminium bonnet but with a very smart maroon with contrasting black guards colour scheme. Like most saloons of the period it was quite heavy, weighing in at 36 cwt or 1.8 tonnes. Regardless of its weight, Mr. Percy Rogers wrote a highly complementary letter on the 15th June 1925 to W.O Bentley (letter c/o Clare Hay as depicted on page 287 of the wonderful newly published book, 'Vintage Bentleys in Australia'. In 1932 the car was owned by Mrs Effie H. Ablitt of Middle Brighton and obtained its current registration number "210" (A 3-digit registration was not unique. There were at least 3 other founding Bentley Drivers Club of Australia (BDCA) member cars, 236, 246 and 260). The original registration papers from 1932 are with the car and they show 13-recorded owners since then, with the car remaining in or around Melbourne for its entire life except for a short spell in Geelong. By the early 1950s the car having been in constant use, was starting to look quite tired. The last photo of it in its original saloon form exists from John Hewison's ownership between 1952 to early 1954, where Tim Hewison (a Melbourne solicitor) remembered it as his mother's car. It was probably under the 6-months of ownership by master mariner Jim May that the car underwent a significant transformation. The chassis was shortened, and the heavy saloon body was scrapped. Jim attempted to build, but did not finish, a new body for the car utilising the original scuttle from the Freestone & Webb body. "1001" then only lasted another 6 months in the hands of John Hunt, a university student, before it passed to Graham Thorley in 1955. Graham was one of the early founding members of the BDCA and he served briefly as president in 1958. Graham was no doubt passionate about his car - he wrote to David Watson Senior in July 1968 having seen his old car at Kalorama of that year. Graham was apparently hailed as an artistic genius at 17 and he had started to carve out a nice living as a figure painter. In his early 30s living at "Miyako", his artistic retreat at Olinda in the hills, he acquired "1001" and commenced to build a new body for her. "I aimed at the brutal functionalism of a Sopwith Camel of World War I because the Bentley always impressed me this way." After many hundreds of sketches a skimpy two-seater, with a simple rounded back appeared with a light frame of ash and laminated beach covered in a thin sheet of marine ply which in turn was laminated with a green vinyl. It was a minimalist affair indeed. Apparently, S. C. H. (Sammy) Davis, famous for his miraculous "White House Crash" Le Mans win in 1927 and well known at the time as sports editor to Autocar, was shown the car during a visit to Melbourne in 1956 and commented "now that is a 3 Litre!" Brutal functionalism indeed as "1001" had shed 16 cwt or nearly 600 Kg and now weighed in at a 1.27 tonne. Liberated from the

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Lot Title/Description

cumbersome weight of a saloon, "1001" wanted to stretch her legs and so Graham proceeded to hill climb and test her. Fitted with a straight out exhaust (seen in the early photograph), unbelievably it achieved the 2nd fastest time at a Templestowe Hill Climb, beating Austin Healeys, a TF MG, Holdens and similar aged cars such as a 2 litre GP Bugatti, and even a 7 ½ litre 32/220 Supercharged Mercedes Benz. It was second only to an Austin Seven special (so hot that it had to be jacked up to start the engine according to Graham!). Perhaps even more enviable was Graham's claim to having once achieved a top speed of 92 mph (148 kmh)! "1001" ran on 20" wheels and even though the tyres looked oversized from the photos of the period she then still carried the sedate 4.231:1 diff of a standard chassis, meaning that Graham would have to be doing something of the order of 4100 plus revs to achieve this feat! Graham's artistic exhibition at the Athenaeum Gallery in 1958 was a financial failure according to a 1980 Age article, and it was this that caused Graham to sell up and take a very different tack. He went on to run a cattle station in the Kimberly in Western Australia. Graham remarked in his 1968 letter from Doogan Station that with 4 ½ inches of sump clearance, "1001" would have not lasted long up there "but would be marvellous for a burn on the airstrip when one was depressed by the flies or the loneliness". Frank Robinson, the prime mover of the foundation of the Bentley Drivers Club of Australia took over ownership in 1957 and in late 1960 he sold the car to Ernest Ireland, who, after little use, offered it for sale in 1963. On 4th May 1963 after parting with £225, "1001" became a cherished member of the Watson family. As the early photos show after nearly 40 years, "1001" was in a bit of a sorry state when she came into the family. David Watson Jnr. (3rd) said, "Restoration of "1001" started in 1972 when I was aged 12 and Dad finally succumbed to my nagging to make "1001" look like a proper Bentley. I don't think Dad could believe just how quickly I managed to remove the body from the scuttle back (the scuttle later went too). From that point on, there was no other option but to look at creating a new body for her. Plans for a replica Van den Plas body were obtained from Tony Robinson in the UK. The idea of having one built was thwarted by the prohibitive cost then "As previously mentioned, "1001" was shortened from a standard 10' 10" chassis, but it was not shortened to the short chassis 9' 9 ½ "length. It was most probably done by eye and so the result was a wheelbase of 9' 7 ½ ". Two inches was not enough at the time to make a difference. While the body was being panelled and covered, the chassis was cleaned and painted alongside it. All of this occurred in an open gravel floored shed. David Watson Jnr (3rd) recalls being an enthusiastic teenager helping his father with the restoration "there are many stories to tell of working through the challenges, frustrations and joys of a restoration and it was a great family adventure, and by 1979 "210" was ready to go again" After two engine rebuilds, a gearbox upgrade to the BS 25/43 constant mesh spec, a 3.5 diff and many thousands of miles covered the Watson family Bentley has been well cared for, used, and most of all loved. This well documented car is present with continuous Victorian history since being sold new to Percy R Rogers, Brighton in 1925. An array of spares accompanies the car (as per images); including magnetos, dynamo, oil filter, Bendix drive and springs. The original Smith lights and headlight stanchions are included along with the original updraught manifold. Also included are a new set of hood irons and parts from Tony Robinson with hood bows to complete a hood if required and a set of remanufactured G5 sloper SUs. A manifold to suit purchased from Rod Warriner in 1996 is also present. It has been in the Watson family for nearly 60 years, being now ready for its next custodian to derive as much enjoyment as it has given the Watsons. The W.O Bentley owners of Australia are most active, and presented here is a wonderful opportunity to be enjoy some of the best motoring events in the world in a true bucket list car like a 3-litre Bentley. The Watson family would love to see a possible future owner adorn the Bentley with its historical "210" registration plate for many more years to come. This is being offered separately. PLEASE NOTE: High resolution images of the Bentley and copies of provenance paperwork including mechanical receipts are available upon request via Donington Auctions. References: Vintage Bentleys in Australia by Clare Hay, Bob Watson, Phillip Schudmak and Tony Johns. Thank you to Callum Walsh from Vintage Auto Life for a selection of photos.

Est. 320,000 - 370,000

Lot Title/Description

169	<p>VIC REGISTRATION: Heritage registration Plates VIC '210' - Fitted to Bentley for 88 years</p> <p>Offer from the Important Automotive Collection of the late Dr. David Watson Snr. VIC REGISTRATION: Heritage registration Plates '210' - Fitted to Bentley for 88 years. This attractive low digit plate has adorned the 3-litre Bentley (previous lot 168) since 1932. The plate and car were registered by Mrs. Effie Albitt of Brighton in 1932. '210' has been in the current family ownership since 1963. Funnily enough, because of this registration plate, the Watson family nicknamed the Bentley as "two one oh". This is the first time this plate has been offered for sale separately in 88 years. Note the Owner's Certificate for the Bentley being '210' will accompany the sale of the car, but the purchaser of the plates can request a copy of this document.</p> <p>Est. 220,000 - 260,000</p>
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Lot	Title/Description
170	<p>???????1913 STRAKER-SQUIRE 15HP (1 of only 2 pre-WW1 cars in Australia)</p> <p>1913 STRAKER-SQUIRE 15HP (1 of only 2 pre-WW1 cars in Australia)Offered from the important automotive collection of the late Dr. David Watson Snr.Chassis No. 3125Engine No. 3242The highly respected English manufacturer, Straker-Squire, commenced motor vehicle manufacture as early as 1901, building steam wagons and later, petrol-engined buses. The company was headed by Sidney Straker and L.R.L. Squire, trading as S. Straker & Squire Ltd. of Fishponds, Bristol from 1906-1918, moving to London in 1918 and continuing in business there until 1926. Their first motor cars were built under licence from French-based Cornilleau St Beuve in 1906, however by 1907 they were building cars to their own designs. 1910 was a landmark year for the company with the introduction of the 15hp model, powered by a four-cylinder, side-valve engine with a capacity of 2,853cc, designed by A.H.R. Fedden who had been recruited from the Bristol Motor Co.Fedden remained interested in engine development and in 1913, converted a side valve motor to 2" overhead inlets and made the two side valves exhaust. For 1914, he produced an overhead cam 16 valve 3-3 litre engine for the racing, however the car driven by Witchell and Frank Clement (later famous for his Bentley connections) in the 1914 Isle of Man Tourist Trophy finishing fourth. The War halted any further car development, and Straker commenced making aero engines under licence from Rolls Royce. Of the mere handful of pre-WW1 15hp cars found in Australia many have left the county; (504) restored as a roadster, known to be in the USA (519) restored and is now in the Netherlands. (556) known to be in the UK (3168) known to be in the UK (504) known to be in America. (3024) being partly restored by George Brooks being now in the custodianship of South Australian Terry Parker, the leading authority on Straker-Squire. (3125) partly restored roadster, Watson family, VictoriaNote – the number stamped on the front passenger side of the crankcase identifies the car number.Importantly accompanying the rolling chassis of car "3125", which now has a South African acquired motor 3242 resting in it, is a handsome period replica body fitted and an assemblage of parts to possibly make a second car including all major components; three engine blocks and two crankcases (car 45, car 3125 and a small component of crankcase 1055), front and rear axles and gearbox sans chassis (but some sections of a chassis are included), that may form the basis of a nice Edwardian runabout or for the more ambitious, the foundation for a Tourist Trophy replica. Also included is an original radiator, two crankshafts, two camshafts, two sumps, cam followers, tappets. The second rear axle housing has the drums and brake internals intact. There is an additional crown wheel and pinion, differential parts, tail shaft parts and universal, spare gears and steering components. Terry Parker based in South Australia is the World authority on the make having taken this mantle and his two cars from George Brooks who was considered the authority worldwide. Terry identifies the rolling chassis having come from originally from John Ham who in turn had acquired it from a Mr McMillian. David Watson Snr. started collecting the numerous Straker-Squire parts in 1982. David didn't finally acquire the rolling chassis until the early 2000's when it was advertised. The South African motor was also finally acquired in the early 2000's. Correspondence accompanies the car dating back to the early 1980's that identified both the rolling chassis and the South African motor and it was only persistence and perseverance that bought the collection together as it is now. The South African engine was reportedly running in the 1980's. Terry Parker concludes the crankcase 45 and most likely one of the cylinder blocks possibly dates from 1911 whilst the South African motor is from a 1914 vehicle; the majority of parts are circa 1912/13 including the rolling chassis 3125.John Ham had sandblasted the chassis and repaired it, restored the diff and pinion, and gearbox with new bearings. The block of engine 3125 has been bored and valves seated. The wheels although sporting the patina of 30 years of storage, have rebuilt Riley type hubs with new rims and spokes John also constructed the roadster body to original drawings (a letter dated 1982 from John exists describing the work). There are some other "treasures" like a period Zenith Carburettor (there is an original 1914 manual for this too) and a Sims magneto together with a nice set of period electric Starlyte headlights are with the car too as well as a set of new oversize pistons made at the time Terry Parker restored his motor. Much of the bright work has been restored and one radiator is well through a restoration with the shell largely complete, including two new radiator cores (one damaged in storage sadly). Other jewellery includes two spirit lit Lucas King of the Road sidelights, a nicely restored taillight, and a nice period bulb horn. As outlined and photographed this car comes with a multitude of parts. Presented here is a wonderful opportunity to acquire an extremely rare veteran car that is ready to have new life breathe back through its Zenith Carburettor. PLEASE NOTE: Additional images of the parts included in the sale are available upon request via Donington Auctions.</p> <p>Est. 25,000 - 32,000</p>

Lot	Title/Description
171	<p>VIC REGISTRATION: Heritage registration plates Vic '2.107'</p> <p>VIC REGISTRATION: Heritage registration plates Vic '2.107'</p> <p>Est. 40,000 - 50,000</p>
172	<p>VIC REGISTRATION: Heritage registration plates VIC '57.578'</p> <p>Offer from the Important Automotive Collection of the late Dr. David Watson Snr.VIC REGISTRATION: Heritage registration Plates '57.578'</p> <p>Est. 16,000 - 20,000</p>
173	<p>CASTROL: A large 'Castrol Distributor', circular enamel sign, (91 cm diameter)</p> <p>CASTROL: A large Castrol Distributor, circular enamel sign, 91 cm diameter.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 500 - 800</p>
174	<p>OLYMPIC: A double sided 'This Is Your Olympic Checkpoint' enameled sign, with slotted base, (91.5cm wide, 53cm high)</p> <p>OLYMPIC: A double sided This Is Your Olympic Checkpoint enameled sign, with slotted base, 91.5cm wide, 53cm high.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 300 - 500</p>
175	<p>GOLDEN FLEECE: A 'Golden Fleece' oil bottle rack tin sign, (28cm high x 51cm wide)</p> <p>GOLDEN FLEECE: A Golden Fleece oil bottle rack tin sign, 28cm high x51cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 300 - 500</p>
176	<p>MOBIL: A 'Mobil' Australian enameled tin sign, (28cm high x 51 cm wide)</p> <p>MOBIL: A Mobil enameled tin sign, 28cm high x 51 cm wide.PROVENANCE: Acquired by the vendors father,the Late David Watson Snr, from Jack Frouds garage at Johnsonville (famous for the Black Stump general store). Jack and Davidsfather-in-lawwereold family friends asheowned a fishing shack on the opposite side of the Tambo River. The old garage outhouse was constructed with old signs and David did try and also convince Jack to part with a fabulous embossed 6 Shell sign which he wouldnt.Johnsonville, a rural village, is on the Princes Highway in east Gippsland, 13 km north west of Lakes Entrance. The village arose from a crossing place on the Tambo River, 2 km south of the village. The crossing led to Metung and Nungurner on the Gippsland Lakes. Est. 200 - 400</p>
177	<p>MICHELIN: A tin sign from a 'Michelin' tyre display stand, circa 1970's, 18cm high x 40 cm wide</p> <p>MICHELIN: A tin sign from a Michelin tyre display stand, circa 1970s, 18cm high x 40 cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 150 - 250</p>
178	<p>V.A.C.C: Two enameled signs endorsing motor body building and repairs division, with nomination sign. Largest 46cm high x 38cm wide</p> <p>V.A.C.C: Two enameled signs endorsing motor body building and repairs division attachment sign, with nomination sign. Largest 46cm high x 38cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 200 - 400</p>
179	<p>PIRELLI: A yellow 'Pirelli Cinturato' diamond tin sign, (30cm square)</p> <p>PIRELLI: A yellow Pirelli Cinturato diamond tin sign, 30cm square.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 50 - 150</p>
180	<p>BHP BENZOL: A rare B.H.P Benzol Australian enameled sign, circa 1934-1935, with makers stamp to bottom right 'K.F.B Foundry.LTD., Sydney', (35.5cm high x 51 cm wide)</p> <p>BHP BENZOL: A rareB.H.P Benzolenameled sign, circa 1934-1935, with makers stamp to bottom right K.F.B Foundry.LTD., Sydney, 35.5cm high x 51 cm wide Est. 300 - 600</p>
181	<p>DANGER: A 'DANGER Petrol Stored' white enameled tin sign, (19cm high x 32.5cm wide)</p> <p>DANGER: A DANGER Petrol Stored white enameled tin sign, 19cm high x 32.5cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 50 - 100</p>
182	<p>SHELL: A cast iron 'Shelllubrication' base with threaded centre for flag or sign display, (37.5cm diameter)</p> <p>SHELL: A cast iron Shelllubrication base with threaded centre for flag or sign display, 37.5cm diameter.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 250 - 350</p>
183	<p>MOBIL: A French 'Mobil - En Vente Ici' (On Sale Here) enameled sign, (29cm high x 48 cm wide)</p> <p>MOBIL: A French Mobil - En Vente Ici (On Sale Here) enameled sign, 29cm high x 48 cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 200 - 300</p>

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184	ATLANTIC: An 'Atlantic Motor Oil' enameled sign, (35cm high x 44cm wide) ATLANTIC: An Atlantic Motor Oil enameled sign, 35cm high x 44cm wide PROVENANCE: Acquired by the vendors father, the Late David Watson Snr, from Jack Frouds garage at Johnsonville (famous for the Black Stump general store). Jack and Davids father-in-law were old family friends and he owned a fishing shack on the opposite side of the Tambo River. The old garage outhouse was constructed with old signs and David did try and also convince Jack to part with a fabulous embossed 6 Shell sign which he wouldn't. Johnsonville, a rural village, is on the Princes Highway in east Gippsland, 13 km north west of Lakes Entrance. The village arose from a crossing place on the Tambo River, 2 km south of the village. The crossing led to Metung and Nungurner on the Gippsland Lakes. Est. 300 - 500
185	CASTROL WAKEFIELD: A Castrol Wakefield 60 litre oil drum branded cover, (55cm high x 35cm wide) CASTROL WAKEFIELD: A Castrol Wakefield 60 litre oil drum branded cover, 55cm high x 35cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 200 - 400
186	MOBIL OIL "D": A Mobil oil "D" 60 litre oil drum branded cover, (55cm high x 35cm wide) MOBIL OIL D: A Mobil oil D60 litre oil drum branded cover, 55cm high x 35cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 200 - 400
187	PLUME: A double sided 'Plume Benzine' enameled sign, stamped to bottom right 'Vic. ENL Works. Geelong', (33cm high x 57cm wide) PLUME: A double sided Plume Benzine enameled sign, stamped to bottom right 'Vic. ENL Works. Geelong', 33cm high x 57cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 80 - 120
188	WWII: A rare Australian War Savings Street sign WWII: A rare Australian War Savings Street tin sign, circa 1940, 26.5cm high x 19cm wide. War Savings Streets were street-based savings groups that participated in the national war savings campaign during World War II. In May 1940 the Australian Government launched its Savings Certificates scheme which encouraged civilians to invest in the national war effort. Organisers of the savings campaign targeted Melbourne's suburbs individually with the aim of enlisting street savings groups. Each street group had a volunteer secretary who regularly sold war savings certificates to, and collected money from, other residents. The large number of war savings streets operating successfully in Melbourne made a significant contribution to the war effort. PROVENANCE: From the estate of the Late David Watson Snr. Est. 100 - 200
189	MOBIL GAS: A small enameled 'Mobilgas' dealers rest room shield with Pegasus horse, (19.5 cm high x 20.5cm wide) MOBIL GAS: A small enameled Mobilgas dealers rest room shield with Pegasus horse, 19.5 cm high x 20.5cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 100 - 200
190	MOBIL GAS: A 'Mobilgas SPECIAL' enameled sign with red Pegasus horse, (50 cm high x 26 cm wide) MOBIL GAS: A Mobilgas SPECIAL enameled sign with red Pegasus horse, 50 cm high x 26 cm wide. PROVENANCE: Acquired by the vendors father, the Late David Watson Snr, from Jack Frouds garage at Johnsonville (famous for the Black Stump general store). Jack and Davids father-in-law were old family friends and he owned a fishing shack on the opposite side of the Tambo River. The old garage outhouse was constructed with old signs and David did try and also convince Jack to part with a fabulous embossed 6 Shell sign which he wouldn't. Johnsonville, a rural village, is on the Princes Highway in east Gippsland, 13 km north west of Lakes Entrance. The village arose from a crossing place on the Tambo River, 2 km south of the village. The crossing led to Metung and Nungurner on the Gippsland Lakes. Est. 200 - 300
191	COR AUSTRALIA: A rare and early COR Australia 'Motor Spirit' tin sign, (49.5cm high x 34cm wide) COR AUSTRALIA: A rare and early COR Australia Motor Spirit tin sign, 49.5cm high x 34cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 400 - 600

Lot Title/Description

192	MORRIS: An early and rare Australian 'Morris Service Authorised Agent' tin sign, with makers stamp 'J.T. PICKEN & SONS Pty LTD', 67cm high x 48 cm wide MORRIS: An early Australian Morris Service Authorised Agent tin sign, featuring a Bullnose style radiator cartouche, with makers stamp J.T. PICKEN SONS Pty LTD, 67cm high x 48 cm wide. PROVENANCE: From the estate of the Late David Watson Snr. ----- James Thomson (J.T.) Picken was a Scottish-Australian businessman. Picken was born in Glasgow Scotland. He later emigrated to Australia and settled in Melbourne. He was the chairman and founder of the privately owned J.T. Picken Pty Ltd which, after amalgamating with 5 other companies, later became Containers Ltd. In 1982, Australian Paper Mills (APM) took over the larger Containers Ltd. The new company was renamed Amcor Limited which is today one of the world's top three global packaging companies, based on market capitalization, sales, and profits. Est. 600 - 800
193	SHELL: A 'Shell X-100 Motor Oil' enameled oil rack sign, stamped '...Property Of The Shell Company Australia Limited', (27cm high x 48.5 cm wide) SHELL: A Shell X-100 Motor Oil enameled oil rack sign, stamped '...Property Of The Shell Company Australia Limited, 27cm high x 48.5 cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 400 - 600
194	V.A.C.C: A V.A.C.C membership enameled sign for 'Motor Body Building and Repairing Division', 46cm high x 30.5cm wide V.A.C.C: A V.A.C.C membership enameled sign for Motor Body Building and Repairing Division, 46cm high x 30.5cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 100 - 200
195	SHELL: Two Shell Australia one gallon oil tins, 'X-100 20/30' and 'Super'. SHELL: Two Shell Australia one gallon oil tins, X-100 20/30 and Super. PROVENANCE: From the estate of the Late David Watson Snr. Est. 100 - 200
196	LAUREL: A large 'Laurel Kerosene' enameled sign, 91.5cm high x 182cm wide LAUREL: A large Laurel Kerosene enameled sign, 91.5cm high x 182cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 500 - 800
197	CHRYSLER: A decorative 'Approved Chrysler Service' double sided enameled sign with period surround. Sign 75cm diameter, overall 117cm high x 87.5cm wide CHRYSLER: A decorative Approved Chrysler Service double sided enameled sign with period surround. Sign 75cm diameter, overall 117cm high x 87.5cm wide PROVENANCE: Acquired by the vendors father, the Late David Watson Snr, from the main street in Castlemaine. David Jnr recalls his father spotted it on an early family road trip and asked the garage owner if he would part with it. Est. 800 - 1,200
198	LAUREL: A large Laurel Kerosene "Vacuum Oil Company Pty Ltd" enameled sign, featuring Pegasus horse, (91.5cm high, 182.5cm wide) LAUREL: A large Laurel Kerosene Vacuum Oil Company Pty Ltd enameled sign, featuring Pegasus horse, 91.5cm high, 182.5cm wide. PROVENANCE: From the estate of the Late David Watson Snr. Est. 500 - 800
199	COR: A 'COR Plus Benzol' aluminium stencil; together with hand painted 'AP' sign on masonite, largest 38cm diameter COR: A COR Plus Benzol aluminium stencil; together with hand painted AP sign on masonite, largest 38cm diameter. PROVENANCE: From the estate of the Late David Watson Snr. Est. 50 - 100
200	SHELL: Three Shell oiler items including 'X-100 50' and 'Donax U' SHELL: Three Shell oiler items including; a one pint glass bottle with branded X-100 50 pourer and cap, two Shell Donax U miniature pourers with one glass bottle. PROVENANCE: From the estate of the Late David Watson Snr. Est. 150 - 250
201	OLYMPIC: A 'Olympic - Authorised Tyre Service Centre' tin advertising sign, 61cm square OLYMPIC: A Olympic - Authorised Tyre Service Centre tin advertising sign, 61cm square. PROVENANCE: From the estate of the Late David Watson Snr. Est. 200 - 400
202	DUNLOP: A 'Dunlop X-Press Batteries' tin advertising sign, (91cm high x 60.5cm) DUNLOP: A Dunlop X-Press Batteries tin advertising sign, 91cm high x 60.5cm. PROVENANCE: From the estate of the Late David Watson Snr. Est. 200 - 400

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Lot	Title/Description
203	CASTROL: Nine Castrol and Castrol Wakefield motor oil and motor grease tins CASTROL: Nine Castrol and Castrol Wakefield motor oil and motor grease tins.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 150 - 250
204	CASTROL WAKEFIELD: A rare and interesting 'Castrol Wakefield' transitional enameled sign, with earlier printed logo visible under updated 'Wakefield Castrol Motor Oil Patented' logo, (30.5cm high x 76cm wide) CASTROL WAKEFIELD: A rare and interesting Castrol Wakefield transitional enameled sign, with earlier printed logo visible under updated Wakefield Castrol Motor Oil Patented logo, 30.5cm high x 76cm widePROVENANCE: Acquired by the vendors father,the Late David Watson Snr, from Jack Frouds garage at Johnsonville (famous for the Black Stump general store). Jack and Davidsfather-in-lawwereold family friends asheowned a fishing shack on the opposite side of the Tambo River. The old garage outhouse was constructed with old signs and David did try and also convince Jack to part with a fabulous embossed 6 Shell sign which he wouldnt.Johnsonville, a rural village, is on the Princes Highway in east Gippsland, 13 km north west of Lakes Entrance. The village arose from a crossing place on the Tambo River, 2 km south of the village. The crossing led to Metung and Nungurner on the Gippsland Lakes. Est. 400 - 600
205	TINS: Seven miscellaneous oil tins including Firezone Oil, Energol, BP, Esso and Southern Corss Lubricating Oil TINS: Seven miscellaneous oil tins and one Kerosine sign including Firezone Oil, Energol, BP, Esso and Southern Corss Lubricating Oil.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 200 - 300
206	GOODYEAR: A large and impressive 'Goodyear Tyres' diamond shaped enameled sign, (92cm high x 183cm wide) GOODYEAR: A large and impressive Goodyear Tyres diamond shaped enameled sign, printed to reverse Property Of Goodyear Tyre Rubber Co. Asia Ltd, 92cm high x 183cm wide.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 1,000 - 1,500
207	SHELL: Five Shell oils and grease tins including 'X-100 40', 'Shell Retimax Go' and 'Shell Donax A.1' SHELL: Five Shell oils and grease tins including X-100 40, Shell Retimax Go and Shell Donax A.1.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 200 - 300
208	CASTROL: Two one gallon Castrol and Castrol Wakefield XL Medium Super Grad tins CASTROL: Two one gallon Castrol and Castrol Wakefield XL Medium Super Grad tins.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 100 - 200
209	MOBILLOIL: Five Australian Mobiloil / Plume motor oil items MOBILLOIL: Five Mobiloil / Plume motor oil items including; Two embossed Mobiloil 2 gallon tins, Mobiloil and Mobilgrease tins together with a Plume Vacuum Oil Company timber oil bottle box end.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 180 - 280
210	POURERS: Six metal and brass oil pourers, together with two square form petrol funnels POURERS: Six metal and brass oil pourers, one with applied brass plaque 1 gallontogether with two square form petrol funnels.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 100 - 200
211	GOLDEN FLEECE: Two Golden Fleece (1 and 2 gallons) GOLDEN FLEECE: Two Golden Fleece (1 and 2 gallons), one early embosed Golden Fleece Motorspirit the other printed with H.D Motor Oil 30.PROVENANCE: From the estateofthe Late David Watson Snr. Est. 100 - 200
212	BILL PATTERSON: A Datex presentation stop watch. Light Car Club of Australia BILL PATTERSON: A Datex Swiss made silver plated presentation stop watch, with inscription to rear L.C.C.A EXPERTS TRIAL 1953, A.Flavell Pty Ltd Trophy, 1st Navigator, G.W.Paterson, this event was hosted by Light Car Club of Australia with Bill Patterson winning with 1st navigator. Est. 200 - 400
213	BILL PATTERSON: A Heuer silver plated presentation stop watch, awarded at Phillip Island. BILL PATTERSON: A Heuer silver plated presentation stop watch, with inscription to rear BILL PATTERSON MOTORS TROPHY, Sports Car Scratch Race, PHILLIP ISLAND, June 13th, 1st.;lacking silver loop. Est. 250 - 350

Lot	Title/Description
214	JACK DAY: An EPNS trophy awarded to Bugatti driver Jack Day JACK DAY: An EPNS twin-handled present trophy inscribed 1st On Formula Acceleration Test, Under 1500cc, Bugatti, 8 10 -27, measures 26.5 cm high. The famous racing driver Jack Day owned several Bugattis in period including a Type 39 (chassis no. 4607) and a Type 37(chassis no.37145). This trophy was likely won in the Type 37the year prior to Jack using it in January 1928 to test the viability of racing on Phillip Island. The car ferried to the island and, with local authorities watching, Jack lapped the proposed circuit at an average speed of 72 m.p.h. The first Australian Grand Prix & Formula 1 was run on this circuit in March 1928. Est. 700 - 900
215	AUSTRALIAN HISTORIC RACING: Two books detailing Australian historic racing. Barry Green signature AUSTRALIAN HISTORIC RACING: Two books detailing Australian historic racing including Glory Days Albert Park 1953-58 softcover book authored and signed by Barry Green, published 2002 by B.W.Green, 152 pages, with Historic Racing Cars in Australia hardcover book by John B.Blanden, second edition published 2004 by Turton Armstrong Proprietary Limited, 444 pages. Est. 100 - 200
216	AUSTRALIAN HISTORIC RACING: Two publications detailing Australian historic racing. 'The History Of The Geelong Speed Trials 1956 - 1985' hardcover book - L.E 443/1000 AUSTRALIAN HISTORIC RACING: Two publications detailing Australian historic racing including Historic Cars In Australia softcover book by John B.Blanden, published 1979, 288 pages, with The History Of The Geelong Speed Trials 1956 - 1985 hardcover book, authored and signed by Gary Grant, limited edition, numbered 443/1000, published 1986 by Gary Grant, 291 pages. Est. 280 - 380
217	GOLD SPANNERS: Commemorative boxed set of JBS spanners GOLD SPANNERS: Commemorative boxed set of JBS spanners, with presentation plaque fitted to box 'Winning Team, 2005 JBS Golf Challenge ... presented by Mr Terry Bowen, Managing Director, Wesfarmers...' Est. 100 - 200
218	PEWTER VETERAN CAR: An original circa 1905 silver plate pewter racing car with inkwell, signed in cast Wilhelm Zwick PEWTER VETERAN CAR: An original circa 1905silver plate pewter racingcar with inkwell compartment by JP Kayser & Sohn, early 20th century, signed in the cast. Designed by German sculptor, Wilhelm Zwick (1839-1925),Measures 40cm L, 22cm W, 14cm H. Est. 1,200 - 1,800
219	BRITISH BULLDOG: An early bronze British Bulldog mascot BRITISH BULLDOG: An early bronze British Bulldog mascot affixed to brass threaded radiator cap; overall measurements height12 cm, 10cm wide. Est. 200 - 300
220	QLD REGISTRATION: Heritage registration plates 'Q113' QLD REGISTRATION: Heritage registration plates 'Q113', with rights to display in QLD. Est. 23,500 - 25,500
221	QLD REGISTRATION: Heritage registration plates 'Q134' QLD REGISTRATION: Heritage registration plates 'Q134', with rights to display in QLD. Est. 23,000 - 25,000
222	QLD REGISTRATION: Heritage registration plates 'Q306' QLD REGISTRATION: Heritage registration plates 'Q306', with rights to display in QLD. Est. 16,000 - 18,000
223	AVIATION: Three folders with information on operation of both Tiger Moth and Gipsy Major aircraft AVIATION: Three folders with information on operation of both Tiger Moth and Gipsy Major aircraft including; 'Operating a DH82 Tiger Moth'; 'Tiger Moth Mk II Schedule of Spare Parts'; and 'Gipsy Major 1, 1C, 1D, 1F, 1G, HC and 7 - Description, Operation, Maintenance and Overhaul'. Est. 50 - 80
224	ROLLS ROYCE: Seven Rolls Royce club publications including; Technical Manuals; Bulletins; Chassis plates; and Royal Silver Jubilee Souvenir 1977. ROLLS ROYCE: Seven Rolls Royce club publications including; Technical Manuals; Bulletins; Chassis plates; and Royal Silver Jubilee Souvenir 1977. Est. 50 - 80
225	AVIATION: Six books covering aviation in Australia AVIATION: Six books covering aviation in Australia including; 'Lawrence Hargrave - Explorer, Inventor & Aviation Experimenter' by Shaw & Ruhen; Military Aircraft of Australia 1909-1918' by the Australian War Memorial; and 'The Last Lanc' by Patrick Kilvington. Est. 80 - 120

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Lot	Title/Description
226	FRENCH: Eight books on French motoring, predominantly Bugatti in English text FRENCH: Eight books on French motoring, predominantly Bugatti including; 'The Bugatti Book' by Barry Eaglesfield; 'Bugatti' by H.G. Conway; 'My Two Lives' by Dreyfus/Kimes; and Les Grandes Routieres - Frances Classic Grand Tourers' by William Stobbs. Est. 150 - 200
227	VINTAGE/VETERAN: A collection of fourteen books related to Vintage and Veteran motoring VINTAGE/VETERAN: A collection of 14 books related to Vintage and Veteran motoring including; 'The Upper Crust' by John Bolster; 'The Veteran Car Club - 50 Years Pictorial History' by E.Nagle & M. Sedwick; 'Seventeen Sports Cars 1919-1930' by Peter Hull & Nigel Arnold-Foster; 'A Vintage Car Casebook' by Peter Hull & Nigel Arnold-Foster; 'Edwardian Cars - A reverie of Adventurous Motoring' by Ernest F. Carter; 'The Batsford Guide to Vintage Cars' by Clutton Bird and Harding; and others. Est. 150 - 200
228	VINTAGE: A consecutive run of 'The Vintage Car' newsletter VINTAGE: A consecutive run of 'The Vintage Car' newsletter produced by the Vintage Sports Car Club of Australia, including Vol 1 No. 1 March 1945- Vol 3 No.2, each volume has 12 monthly editions, 26 copies; together with five volumes of early Australia Motor Sport including Vol 1, No's 2 and 3; plus two others. Est. 120 - 180
229	BENTLEY / ROLLS-ROYCE: A collection of the exclusive 'Symbol International Magazine' numbers 1-26 BENTLEY / ROLLS-ROYCE: A collection of the exclusive 'Symbol International Magazine' First published in December 1978, it was "dedicated to the friends of Ferrari, Riva and Rolls Royce" numbers 1-26. Est. 30 - 50
230	NORTON: A collection of Norton related items NORTON: A framed print of 'For the thrill of your life Isle of Man Norton' Print; two Norton books including; 'A Racing Legend - Norton' by Jim Reynolds; and Cycle World 'On Norton 1962-1971'; small model of Norton 850 Commando; together with an edition of the 'T.T Special' newspaper from Friday 12th June 1953 covering the Isle of Man racing. Est. 40 - 60
231	FRENCH: Four books on French Motorsports FRENCH: Four books on French Motorsports including; 'The French Grand Prix' by David Hodges; 'The Le Mans 24-Hour Race' by David Hodges; 'Blue Blood - The History of Grand Prix Racing Cars in France' by Serge Bellu; and 'The French Grand Prix 1906-1914 - Motor Racing Scrap Book No. 7' by Kent Karslake. Est. 60 - 100
232	AVIATION: Six books covering Spitfires AVIATION: Six books covering Spitfires including; 'The Spitfire Log' by Peter Haining; 'The Spitfire Story' by Alfred Prince; and 'The Birth of a Legend: The Spitfire' by Jeffrey Quill. Est. 150 - 250
233	ASTON MARTIN: A printed copy of a DB4GT Workshop manual; Aston Martin DB7 Brochure; and Aston Martin Gold Portfolio 1972-1985 book. ASTON MARTIN: A printed copy of a DB4GT Workshop manual; Aston Martin DB7 Brochure; and Aston Martin Gold Portfolio 1972-1985 book. Est. 50 - 80
234	MINI: An original Mini Workshop manual and Mini Cooper Gold Portfolio book MINI: An original Mini Workshop manual from 1968; and 'Mini Cooper Gold Portfolio 1961-1971' book. Est. 80 - 120
235	ROLLS-ROYCE: Eleven books on Rolls-Royce ROLLS ROYCE: Eleven books on Rolls Royce including; 'Steel Chariots in the Desert' by S.C. Rolls; 'Rolls Royce' by Edward Eves; 'Rolls-Royce The cars & their competitors 1906-1965' by A.B. Price; and 'A History of Rolls-Royce Motor Cars Volume one 1903-1907' by C.W. Morton. Est. 150 - 250
236	HARLEY-DAVIDSON: One framed Motorcycle Art and two Harley-Davidson books HARLEY-DAVIDSON: One framed Motorcycle Art piece - A Harley-Davidson Electra-Glide 1965 made from watch parts; and two Harley-Davidson books including; 'Harley-Davidson The Living Legend' by William Green; and 'Harley-Davidson' by Tony Middlehurst. Est. 40 - 60

Lot	Title/Description
237	AVIATION: Four technical books from the early to mid-century including 1929 R.A.F Flying Training Manual AVIATION: Four technical books from the early to mid-20th Century including; 'Air Publication 129 R.A.F Flying Training Manual - Part 1 Flying Instruction' from 1929; 'Aeroplane Maintenance and Operation Series, Volume 18 - Aeroplane Carburetors (Part II)'; 'Aircraft Power Plants' by Arthur P. Frass; and Aeronautical Engineering' Edited by R. A. Beaumont. Est. 50 - 100
238	VINTAGE/VETERAN: A collection of thirteen books covering early motorsport VINTAGE/VETERAN: A collection of thirteen books covering early motorsport including; 'The Evolution of the racing car' by Laurence Pomeroy; 'Ten Years of Motors and Motor Racing' by Chales Jarrott, from 1929; 'Split Seconds' by Fouli; 'Flat Out' by G.E.T. Eyston; 'The Great Road Races' by Henry Serrano Villard; 'A Pictorial Survey of Racing Cars 1919-1939' by T.A.S.O. Mathieson' and others Est. 150 - 250
239	MOTORSPORT: Approximately 40 Motor Sport magazines from 1937 to 1950. MOTORSPORT: Approximately 40 Motor Sport magazines from 1937 to 1950. Est. 100 - 200
240	AUTOSPORT: Approximately 95 Autosport magazines from 1957 onwards AUTOSPORT: Approximately 95 Autosport magazines from 1957 onwards Est. 150 - 250
241	MAGAZINE: Thoroughbred & Classic Car magazines Sports and Classic Cars Australia Magazines MAGAZINE: Approximately 22 Thoroughbred and Classic Car magazines from 1975 onwards and 7 Sports and Classic Cars Australia Magazines from 1987-88 Est. 30 - 60
242	JAGUAR: Three books on Jaguar XKs including an Autopress Workshop manual JAGUAR: Three books on Jaguar XKs including an Autopress Workshop manual for Jaguar XK 120, 140, 150 1948-61 and Mark 7, 8, 9 1950-61; 'The Jaguar XK' by Chris Harvey; and 'The Jaguar XKs - a Collectors Guide; by Paul Skilter. Est. 40 - 60
243	AVIATION: Four books on aviation AVIATION: Four books on aviation including; 'In the Cockpit - flying the world's great aircraft' intro by Jeffrey Quill; 'The Smithsonian book of flight' by Walter J. Boyne; 'The illustrated history of Seaplanes & Flying boats' by Louis Casey & John Batchelor; and 'The world of sport aviation' by Budd Davisson. Est. 40 - 60
244	JAGUAR: Eighteen various publications, technical books, parts catalogues and magazines JAGUAR: Eighteen various publications, technical books, parts catalogues and magazines including; 'Great Marques Jaguar' by Chris Harvey; An original 'Genesis of the Jaguar V12 Brochure; 'Jaguar XJ6 Series II 1973-1979' by Brooklands Books; 'Jaguar XJ6 1968-1972' by Brooklands Books; 'Jaguar XJ12 1972-1980' by Brooklands Books; and others. Est. 100 - 200
245	AUTOMOBILE QUARTERLY: Volume 1 through 50 AUTOMOBILE QUARTERLY: Volume 1 (1962) complete through to Volume 50 (2010). A popular hardbound publication that ran until 2012. Est. 400 - 800
246	FERRARI: A range of Australian Ferrari Register Newsletters from 1975 to 1995 FERRARI: A range of approximately 79 Australian Ferrari Register Newsletters from 1975 to 1995. Est. 50 - 100
247	FERRARI: A range of Bound and some loose Ferrari Owners Club of Great Britain newsletters FERRARI: A range of Bound Ferrari Owners Club of Great Britain newsletters. Bound books include Vol.1 Nos. 1-23 plus some lose editions. Est. 300 - 500
248	MAGAZINE: A range of issues from 'Australian Model Engineering' magazine. Approximately 89 issues. MAGAZINE: A range of issues from 'Australian Model Engineering' magazine. Approximately 89 issues. Est. 100 - 200

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Lot	Title/Description
249	MAGAZINE: A collection of twenty-five various magazines highlighted by the 1966 'Jack Brabham's World Championship Year'; High Performance Cars 1956-57'; and 'Graham Hill Grand Prix & Formula 1 Racing Book' MAGAZINE: A collection of twenty-five various magazines highlighted by the 1966 'Jack Brabham's World Championship Year'; High Performance Cars 1956-57'; and 'Graham Hill Grand Prix & Formula 1 Racing Book'; Along with 'Vintage and Historic Motor Racing in Australia'; and others. Est. 40 - 60
250	BRANDS HATCH: Two original Brands Hatch posters from 1973 and 1974. BRANDS HATCH: A Brands Hatch Race of Champions Sunday 17th March poster together with a poster from the 1973 Race of Champions; together with British Airways 1000Km World Championship Sports Car Race' 1974, each 70.5cm high x 50.5cm wide. Est. 150 - 250
251	MOTORSPO: A collection of Bound Motors Sport magazines from Volume 26, January 1950 to Volume 81, ending December 2005. MOTORSPO: A collection of Bound Motors Sport magazines from Volume 26, January 1950 to Volume 81, ending December 2005. Est. 600 - 1,000
252	BUGATTI: 'Portfolio Du Centenaire Ettore Bugatti' by Paul Kestler featuring 8 decorative prints BUGATTI: 'Portfolio Du Centenaire Ettore Bugatti' by Paul Kestler featuring 8 decorative prints in a cardboard portfolio, each 29cm high x 42cm wide. Est. 100 - 200
253	ROLLS-ROYCE: A larger collection of Praeclarvm magazine ROLLS-ROYCE: A larger collection of Praeclarvm magazine and Rolls-Royce Enthusiasts Club Bulletins and related literature Est. 100 - 200
254	AVIATION: Five books covering bi and triplanes AVIATION: Five books covering bi and triplanes including; 'The Tiger Moth' by Stuart McKay; 'The Fighting Triplanes' by Evan Haddingham; 'Sopwith The Man and his Aircraft' by Bruce Robertson; 'The Age of the Biplane' by Chaz Bowyer; and 'Biplanes' by Michael F. Jerram. Est. 50 - 100
255	AVIATION: A superbly constructed model of Monsieur Bleriot's monoplane in which he crossed the English Channel – Wingspan aprox. 3.6 metres AVIATION: A superbly constructed model of Monsieur Bleriot's monoplane in which he crossed the English Channel – Wingspan aprox. 3.6 metres. The Bleriot monoplane was an important early aircraft because of its inventor's notable exploits and the aircraft's role in early training and reconnaissance. It first achieved fame in 1909 when its designer, Louis Bleriot of France, piloted one on the first flight across the English Channel. During the early days of World War I, both the French and British, used two-seat Bleriot for reconnaissance behind German lines, however by 1915 more advanced aircraft relegated the Bleriot to a training role. Many Americans who joined the British and French flying services prior to the U.S. entry into the war learned to fly in the Bleriot. Later, members of the U.S. Air Service sent to France for flight training received their first instruction in Bleriot with "clipped" wings that prevented them from taking off. At full throttle, the fledgling pilots bounced across the airfield, learning to control the rudder with their feet. Once they could keep the Bleriot on a straight course, they advanced to an aeroplane that could leave the ground. PROVENANCE: Purchased from the important Julian Sterling Collection Auction, Brooks Goodman 25/6/00. Est. 4,000 - 6,000
256	AVIATION: Five books on aircraft AIRCRAFT: Five books on aircraft including; 'Aircraft Carriers and Squadrons of the Royal Australian Navy' edited by Jonathan Nally; 'The Leading Edge' by Walter J. Boyne; and others. Est. 100 - 200
257	AIRCRAFT: An 'Air Navigation Facility' reflective metal sign and poster AIRCRAFT: An 'Air Navigation Facility' reflective metal sign with Air Services Australia logo; together with a poster from the Bradmill deDavilland Centenary Great Tiger Moth Air Race, Royal Newcastle Aero Club 1982. Est. 100 - 200
258	AVIATION: Eleven magazines and books on predominantly WW1 era aircraft AIRCRAFT: Eleven magazines and books on predominantly WW1 era aircraft including; 6 edition of 'The Moth' - the magazine of the de Havilland Moth Club; 'Air Force Colours Vol 1, 1926-1942' by Dana Bell; 'Tiger Moth, CT-4 Wacket & Winjeel - In Australian Service' by Stewart Wilson; and others. Est. 60 - 100

Lot	Title/Description
259	AVIATION: Nine aircraft related books AIRCRAFT: Nine books on aircraft including; 'The Gee Bee Story' by Charles G. Mandrake; 'The World's worst Aircraft' by James Gilbert; and 'The First Air Race' by Owen S. Lieberg. Est. 50 - 80
260	MERLIN: Two Rolls-Royce Merlin conrods and a piston MERLIN: Two Rolls-Royce Merlin conrods and a piston. Est. 100 - 200
261	AVIATION: Eight books on aircraft AIRCRAFT: Eight books on aircraft including; 'War Planes of the Nations' by William Winter; 'Flight To-Day' by Nayler and Ower; 'Spitfire - The Biography' by Jonathan Glancey; and 'The Power to Fly' by L.J.K. Setright. Est. 50 - 80
262	SHOTGUN: A 'ELEY' timber box for 12 GA sporting cartridges SHOTGUN: A 'ELEY' timber box for 12 GA sporting cartridges, 23cm high x 36cm wide. Est. 50 - 100
263	FERGUSON: A Ferguson Tea 20 1:16 scale diecast model by Ferguson, with box FERGUSON: A Ferguson Tea 20 1:16 scale diecast model by Ferguson, with box Est. 50 - 100
264	ARMSTRONG SIDDELEY: A reproduction tin sign 'Authorised Agents, Armstrong Siddeley, Sales & Service' ARMSTRONG SIDDELEY: A reproduction tin sign 'Authorised Agents, Armstrong Siddeley, Sales & Service', 45cm high x 60cm wide. Est. 80 - 120
265	PACKARD/HUDSON/RENAEU: A dealer in Sales and Service enamel sign PACKARD/HUDSON/RENAEU: A dealer in Sales and Service enamel sign for Packard, Hudson and Renau, 45cm high x 61cm wide Est. 100 - 200
266	CALTEX: A tin advertising rack sign for Caltex Motor Oil CALTEX: A tin advertising rack sign for Caltex Motor Oil, 35.5cm high x 53.5cm wide. Est. 150 - 250
267	PLUME: Two early 2-gallon tins, one branded Plume Motor Spirit PLUME: Two early 2-gallon tins, one branded Plume Motor Spirit. Est. 100 - 150
268	GARAGENALIA: A glass filler bowl for a petrol bowser GARAGENALIA: A glass filler bowl for a petrol bowser Est. 100 - 150
269	SIGNS: A 'Coke' oval enamel sign together with a 'NO STOPPING' tin sign SIGNS: A 'Coke' oval enamel sign 27.5cm high; together with a 'NO STOPPING' tin sign, 45cm high x 22.5cm wide. Date of the Coke enamel signs unknown. Est. 100 - 200
270	CALTEX: Two 'Caltex RPM Motor Oil' oil cans, S.A.E 30 and S.A.E 40 CALTEX: Two 'Caltex RPM Motor Oil' oil cans, S.A.E 30 and S.A.E 40; with screw lids. Est. 150 - 200
271	CALTEX: A sealed gold can of 'Caltex Supreme Multigrade 10W-30' CALTEX: A sealed gold can of 'Caltex Supreme Multigrade 10W-30' 1 Litre Motor Oil. Est. 100 - 150
272	CASTROL: Three 20 litre Castrol motor oil drums CASTROL: Three 20 litre Castrol motor oil drums Est. 20 - 40
273	SHELL: Three Shell 'X-100 items including two tins and glass oil bottle. SHELL: Three Shell 'X-100 items including two tins and glass oil bottle. Est. 100 - 200
274	CASTROL: Two glass oil bottles with tin 'XL Medium Super Grade' pourers, one embossed 'Castrol Wakefield' CASTROL: Two glass oil bottles with tin 'XL Medium Super Grade' pourers, one embossed 'Castrol Wakefield' Est. 100 - 200
275	LAUREL KEROSENE: collection of 6 glass bottles LAUREL KEROSENE: collection of 6 glass bottles Est. 40 - 60
276	SHELL: Five Shell related items include an embossed oil bottle SHELL: Five Shell related items include an embossed oil bottle Est. 50 - 80
277	GARAGENALIA: A collection of garagenalia including oil bottle pourers, funnels, jug and Golden Fleece role of unused grease tickets from 'F.C Greenway Leichhardt' GARAGENALIA: A collection of garagenalia including oil bottle pourers, funnels, jug and Golden Fleece role of unused grease tickets from 'F.C Greenway Leichhardt' Est. 50 - 150

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Lot	Title/Description
278	GARAGENALIA: A collection of garagenalia including tins, bottles and boxes GARAGENALIA: A collection of garagenalia including tins, bottles and boxes. Est. 80 - 120
279	SHELL: A One Imperial Quart Shell embossed glass oil bottle with Super plastic pourer SHELL: A One Imperial Quart Shell embossed glass oil bottle with Super plastic pourer, with 3D logo on pourer Est. 200 - 300
280	DUNLOP: A large 'DUNLOP MOTORSPORT' tin sign ex- Surfers Paradise International Raceway (740cm wide). DUNLOP: A large 'DUNLOP MOTORSPORT' tin sign ex- Surfers Paradise International Raceway (740cm wide). This rare piece of Australian motor racing history was removed from its inner trackside location near the Control Tower of the Surfers Paradise International Raceway in the early 2000s prior to the demolition of all the trackside buildings as part of up the development of the "Emerald Lakes" community that now stands on the site. Believed to have been on display during the track's golden years of the 1980s, each panel is 183cm by 85cm. Est. 3,800 - 4,500
281	HOLDEN: A large framed panoramic Australiana image of the 'Secret Holden Graveyard' HOLDEN: A large framed panoramic Australiana image of the 'Secret Holden Graveyard' Est. 30 - 50
282	AVIATION: A pair of boxed RAF World War II pilot's flying goggles AVIATION: A pair of RAF World War II Mk. Ibv-22C / 167 pilot's flying goggles, with associated parts including anti-glare lens, glass on the lenses appear to have a protection film that has discoloured, with original cardboard box Est. 50 - 150
283	AVIATION: Ten aircraft related books AIRCRAFT: Ten books on aircraft including; 'DH 88 - The story of de Havilland's Racing Comets' by David Ogilvy; 'Aviations Magnificent Gamblers' by Terry Gwynn-Jones; 'The Skyracers' by Joseph F. Hood; and 'Antique & Classic Airplanes' by Davies & Vines. Est. 120 - 180
284	AVIATION: A World War II Royal Air Force pilot's navigational computer AVIATION: A World War II Royal Air Force I.C.A.N. calibration pilot's navigational computer MkII 'Sec. Ref No. 106B/51'; together with two 'True Airspeed' computer's, with one box. Est. 80 - 120
285	AVIATION: Five books on aircraft including three on Igor Sikorsky AIRCRAFT: Five books on aircraft including three books on Igor Sikorsky including; 'The Aviation Careers of Igor Sikorsky' by Cochrane, Hardesty & Lee; 'Richard Shuttleworth - An illustrated Biography' by Kevin Desmond; and 'The story of the VS-300 - The Aircraft that Launched an Industry' by Harry Pember. Est. 80 - 120
286	AVIATION: Two large books on Aircraft and Aviation AIRCRAFT/AVIATION: Two large books on Aircraft and Aviation including 'Jane's all the world's aircraft 1973-74'; and 'History of Aviation' by John W R Taylor and Kenneth Munson. Est. 30 - 50
287	RAINBOW COAST AIRSHOW: Four Rainbow Coast Airshow posters from the March 1991 event RAINBOW COAST AIRSHOW: Four Rainbow Coast Airshow posters from the March 1991 event Est. 50 - 100
288	AVIATION: Four volumes of The Epic of Flight by Time-Life books AVIATION: Four volumes of The Epic of Flight by time life books including; 'The first aviators'; 'The Road to Kitty Hawk'; 'Barnstormers & Speed Kings'; and 'The Bush Pilots' by Time-Life books Est. 50 - 100
289	AVIATION: Four books on aircraft engines, predominantly Rotary powered AVIATION: Four books on aircraft engines including; 'The Rotary Aero Engine' Andrew Nahum; 'Rotary engines of World War One' by William Morse; 'World Encyclopaedia of Aero Engines' by Bill Gunston; and 'Bentley BR2 - World Was 1 Rotary Aero Engine' By L.K. Blackmore. Est. 50 - 100
290	AVIATION: A collection of historic aviation items featuring posters, calendars and print AVIATION: A collection of historic aviation items featuring posters; calendars and prints, including the 1978 'Shordon' airshow in 1978 celebrating 60th year of RAF. Est. 150 - 250

Lot	Title/Description
291	EYES: A rare Zeiss Henker Slit Lamp eye examiner EYES: A rare Zeiss Henker Slit Lamp eye examiner with Czapski Microscope, chin rest and stand on adjustable table, circa 1920s. Provenance: Secured from a London hospital by vendor. Est. 200 - 300
292	SCALE: An early wall mounted 3 LBS. weighing scales SCALE: An early wall mounted 3 LBS. weighing scales. Est. 100 - 200
293	INTERNATIONAL: An interesting early agricultural blade grinder INTERNATIONAL: An interesting early agricultural pedal power and chain driven International (Australia) blade sharpener with grinding stone, mounted on timber frame. Est. 80 - 120
294	TOOLS: A collection of miscellaneous items TOOLS: A collection of miscellaneous items including cast iron stamp; brass horn. brass mounted surveyor's theodolite; together with a small desktop rotational grinder, possible for glasses. Est. 50 - 150
295	LOCOMOTIVE: An impressive large original blueprint of the 5" gauge 'Pacific' 4-6-2 locomotive LOCOMOTIVE: An impressive large blueprint of the 5" gauge coal fired locomotive 'Pacific' L39/2 4-6-2, proposed NSWGR C37 details 1-6960. The blueprint by O. B. Bolton of King Street, Sydney, appears laydown, 73cm high x 130cm high. Est. 400 - 600
296	LOCOMOTIVE: A coloured reprint of the blueprint of the Midlands Railway 4-4-0 Express Passenger LOCOMOTIVE: A coloured reprint of the blueprint of the Midlands Railway 4-4-0 Express Passenger Locomotive, built by Neilson Reid & Co. 1901, image 41cm high x 69cm wide, mounted, framed and glazed. Est. 50 - 100
297	LOCOMOTIVE: A fine model of a 'Royal Scot' 4-6-0 express passenger locomotive, 5-inch gauge live steam model LOCOMOTIVE: A fine model of a 'Royal Scot' 4-6-0 express passenger locomotive, 5-inch gauge live steam model comprising the locomotive, tender and metal trolley display stand. The Royal Scot was the first of a class of locomotives designed by Sir Henry Fowler for the LMS and built in 1927. The original engine toured the USA in 1933 creating much interest - as a result of this visit, Bassett Lowke received an order for a 1 ½ inch scale model from an American customer. This impressive locomotive was purchased by the constructor J. Fitzpatrick QLD in 1992. It is understood this engine has only been run for several hours since construction and has the capacity to pull 16 adults. Accompanying the sale is a provenance file including purchase receipt and boiler certificate (1989-1992) issued by Bill Reeves in QLD. Sold with two fitted timber transportation boxes. Est. 10,000 - 12,000
298	LOCOMOTIVE: Eight books on Locomotives LOCOMOTIVE: Eight books on Locomotives including; 'The pictorial Encyclopedia of Railways' by Hamilton Ellis; 'Modern Railway Engines; by J.E. Minns; and 'Locomotive Profile - New South Wales Railways Belpaire "36" Class 4-6-0 Express Passenger Locomotive' by John Sargent and Ian Dunn. Est. 80 - 120
299	RACER: A downhill children's racer circa 1950s/60s RACER: A downhill children's racer, with metal body in green livery bearing the racing number '7', circa 1950s/60s. Est. 250 - 450
300	PEDAL CAR: A 1950s/60s children's pedal car. PEDAL CAR: A 1950s/60s red plastic children' pedal car. Est. 100 - 200
301	NORTON F1: Two Norton F1 pictures NORTON F1: Two Norton F1 pictures including a photograph of the Works Norton, signed and numbered; together with JPS cigarette framed. Est. 150 - 250
302	BATHURST: A rare and original Armstrong 500 event, circa 1963 (Historic first Bathurst 500/1000 race) BATHURST: An original Armstrong 500 event poster run by the Australian Racing Drivers Club, believed to be 1963. The 1963 was the fourth running of the event, and the first running at its new home of Mount Panorama. Bob Jane and Harry Firth were the first team to complete the full race distance in 1963, taking victory in Class C in their factory backed Ford Cortina GT. Est. 200 - 500
303	PHIL READ: Two prints featuring Phil Read racing his MV Agusta motorcycle, both signed by Read. PHIL READ: Two prints featuring Phil Read racing his MV Agusta motorcycle, both signed by Read in black ink and one numbered 123/500 and 28.5cm high x 41cm wide, the other 29.5cm wide x 39.5cm wide, each framed and glazed. Est. 150 - 250

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Lot Title/Description

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304	GIACOMO AGOSTINI: Two Phillip Island 'Island Classic' motorcycle posters, each signed in black ink by Agostini GIACOMO AGOSTINI: Two Phillip Island 'Island Classic' motorcycle posters from 2003 and 2013 each featuring Agostini on his MV Agostini as patron of each event, each signed in black ink by Agostini, laminated framed and glazed, each 59cm high x 41.5cm wide. Est. 150 - 250
305	PEDAL CAR: A late 1940s/1950s children's pedal car PEDAL CAR: A late 1940s/1950s children's pedal car, metal bodied with windscreen. Est. 200 - 400
306	LAMPS: A pair of Edwardian Acetylene brass lamps with convex glass LAMPS: A pair of Edwardian Acetylene brass lamps with convex glass Est. 300 - 500
307	CHARGER: An early 'Pier Equipment MF'G Co. Michigan' battery charger CHARGER: An early 'Pier Equipment MF'G Co. Michigan' battery charger; together with two handheld Volt metres. Est. 80 - 120
308	MAGNETO: A Bosch single cylinder starting magneto with clock MAGNETO: A Bosch single cylinder starting magneto cast with 'CAV P1470', stamped 'No 13576, 13', with winding handle; a cylindrical unit with a 'Manometro' gauge; together with wall mounted Postmaster General's clock. Est. 100 - 200
309	TANK: A large brass acetylene cylindrical tank and extinguisher TANK: A large brass acetylene cylindrical tank 'patent no.9249' with a makers plate of 'Dreadnaught'; together with a Pyrene fire extinguisher. Est. 50 - 150
310	VETERAN: A rare early boxed Vulcaniser for roadside tire repair VETERAN: A rare early boxed Vulcaniser for roadside tire repair. Est. 100 - 200
311	SCALES: Ornate cast Iron W&T Avery LTD Birmingham platform scales with weights SCALES: Ornate cast Iron W&T Avery LTD Birmingham platform scales. Est. 200 - 300
312	MACHINE: A crankshaft grinder MACHINE: A crankshaft grinder, base cast 'Brown & Sharpe, Providence R.I.', with later motor supplied by Mangrovite Sydney / Melbourne. Est. 300 - 600
313	MACHINE: A large mill MACHINE: A large mill by 'Dah Lih Machinery Industry Company Limited Taiwan'. Est. 300 - 600
314	MACHINE: A 'Flather & Co' lathe MACHINE: A 'Flather & Co'. Nashua NH USA lathe, previously used for servicing brake drums. Est. 300 - 600
315	MACHINE: A 'Colchester Master 2500' metal lathe MACHINE: A 'Colchester Master 2500' metal lathe Est. 300 - 600