

Jaguar Automobilia — Collector —



Just a small selection of over 50 Lots related to Lightweight E-types, C-types and D-types that are the openers for this auction. Many of the LWE items were either found unused with the Qvale car when it was rediscovered in 1998, or dismantled from the car when it was with Lynx for restoration.

Shown here are - LWE dry sump oil tank (lot 5). LWE fuel tank (lot 6). LWE radiator (lot 8). Pair of LWE exhaust pipes (lot 9). One of four unused LWE cam shafts (lot 10). Unused LWE wheel hub (one of several e.g. lot 15). Unused LWE drive shaft (lot 16). Header tank (lot 39) and so on.

The various alloy Dunlop wheels, rims and centres stacked on the right are spread between lots 41 and 47.

My personal favourite is the soft-head "Thor" mallet at lower right. This was found with the Qvale car and used to knock off the wheel-spinners in the 1963 season. A small piece of Jaguar history!

DISTANT AUCTION SUMMER 2018

**BIDDING CUT-OFF IS
NOON UK TIME ON
MONDAY 26th NOVEMBER 2018**

The fully illustrated text of this catalogue is available on our website:
www.jaguarautomobilia.com

If you have any queries at all, just e-mail me:
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GUIDANCE NOTES

We offer the following guidance to give you an indication of how we do business. Our aim in all this is to ensure that we give you the best service we possibly can and that you are satisfied with that service. Our Satisfaction Guarantee is spelt out at the end of this section. Please read these notes in conjunction with the Terms and Conditions of Business on the JAC website and inside the back cover of this catalogue.

How the bidding works. All bids may be made on the bid form in the sale catalogue and on the website. Forms may be despatched from the website or downloaded and sent by post or e-mail. Bids may also be sent by e-mail. We regret that we are not able to accept telephone or fax bids. No bids will be accepted after noon UK (local) time on the closure day posted on the website and printed on the front cover of this catalogue. We emphasise that this is not an online auction. The website is merely a different method of delivering the catalogue and submitting bids - real-time electronic bidding is *not* possible.

Bidding. "What you bid is what you pay". If your bid succeeds, it will succeed at the value you enter on the bidding form. There is no connection between the winning bid and any others that are made. If only one bid is received at or above the reserve price the hammer price will be that bid.

Upset price, reserves and estimates. The upset price for JACDA is £10; i.e. no bid below £10 will be accepted. Reserves will be as agreed between the vendor and JACDA. Not all lots will carry a reserve. Estimates are our opinion of the price range within which the lot will sell. Estimates are not predictions of selling prices. There is no fixed linkage between reserves and estimates.

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Confidentiality. Reserves are a private matter between the sellers and ourselves. Please do not ask us to breach this trust.

Satisfaction Guarantee. We shall treat all reasonable complaints with care, speed and consideration. The buyer should inform me of his or her concerns within seven days of receipt of any lot which in his or her view significantly fails to conform to our catalogue description. The way in which the item fails to match the description must be made clear. The buyer will bear the return postage costs in the first instance. If the complaint is upheld, the sale will be set aside and the hammer price, commission and return postage costs will be refunded in full.

WELCOME

**To the finest selection of Jaguar Automobilia to come to the market
anywhere in the world for over a year.**

(Since my last auction in fact!)

There has been another wait this year but with the bonus that I have been able to pull together a larger and more varied auction than ever before with over 900 Lots in this auction. Once more this means I can truly stake my claim to be running the finest Jaguar automobilia auction anywhere in the world.

The auction starts with a true constellation of stars in Section A, the second part of John Mayston-Taylor's collection. I was delighted (and flattered!) to be asked by John to help disperse his personal collection of Jaguar Automobilia and Part 1 last year was a clear success with high-end Lots selling over top estimate. This year's Section A sees an absolutely stunning selection coming forward with many Lots directly related to high-end cars like Lightweight E-types, C-types and D-types, including some very rare parts.

The star group is no fewer than 30 Lots directly linked to the Qvale Lightweight (S850660), famous as the "Lost Lightweight" which went to ground in 1964 and did not resurface again until 1998! The story is told in the introduction to Section A, suffice to say here that John was entrusted with recommissioning the car and returning it to the track. Lots here include items found with the car when it was rediscovered or removed during its renovation by Lynx Motors.

Elsewhere in the catalogue, there are also fine entries for XJ220, including the sterling silver key fob, the Parts Manual, the Service Manual and Win Percy's own copy of Philip Porter's XJ 220 book with the heartfelt inscription in the front "From the first 220 win at Silverstone to mega "Frustration" at Le Mans. 1993". Other Competition items include Win's Jaguar Racing parade suit, Jean-Louis Schlesser's 1986 Silk Cut suit, helmets from Davy Jones and John Nielsen and a 1956 Le Mans programme.

E-type Lots include one of the most comprehensive launch packs for the Series 3 I have seen for a long time, plus an comprehensive owner's pack for a Series 1 4.2, a tool roll and a jack. As usual, there are pre-war goodies for fans of the SS Cars era such as no fewer than 5 sales catalogues, a combined speedo & rev counter and an intriguing pattern for casting "SS" signs.

And then there are the individual highlights – A copy of "Challenge Me the Race" signed by Mike Hawthorn. The dramatic black Perspex and aluminium showroom sign from the early 1950s. AutoArt's huge 1:12 scale D-type that won at Rheims in 1954. Both volumes of the XK150 Spare Parts Catalogue, a showroom ashtray from the 1950s with the rare Version 1 Gordon Crosby mascot and a Lejeune Jaguar mascot ... and much, much more.

Two very special items have returned - the gorgeous pair of 18 carat gold pens with a beautiful Jaguar head on each cap, set with diamonds for the eyes. Also a solid gold Rolex "President" watch and bracelet. Not strictly Jaguar, but I know these watches find favour within the fraternity.

Finally, a very special offering from me is my brand-new website. Some of you have already had a look at the auction Previews and comments have all been favourable. The auction itself is the biggest leap forward of all with every lot now illustrated, some having more than one photo. I hope this shifts the way you are able to engage with the auction at a different and hugely improved level. So, I close by wishing you....

GOOD LUCK WITH YOUR BIDS!

PS. Don't forget that Section Z is still open for late entries. If you have any Jaguar Automobilia you would like to move on, just mail me.

Late entries will close at noon UK time on Monday, 12 November and Section Z will open for bidding at noon on Wednesday 14 November. Section Z closes at the same time on the same day as the main auction.

THE BIDDING PROCESS

Some of you may not be familiar with the bidding process for Distant Auctions (also known as “Silent Auctions”), so I hope this guide will be helpful.

My auction is not comparable with the likes of eBay, nor is it me waving a mallet around in some draughty hall. Basically, the auction opens on Day 1 and closes at midday UK time on Day 30 (or thereabouts), when the guillotine comes down. The highest bid logged for each Lot at that point wins that Lot.

During the 30-day period while the auction is open, bids can be entered, removed, increased or decreased. It is the figure shown at closure that is the bid that counts and “what you bid is what you pay”.

This has been compared with a sealed tender bidding process and that’s a pretty fair comparison. Bidders new to the system have asked “How do I know what to bid?” and I always suggest that they simply bid what the Lot is worth to them.

The auction catalogue closed for new entries before launch. Simultaneously, Section Z opens for late entries and remains open for new entries until 7-10 days after the main auction launches, when I close it to new entries. Two or three days later, I open Section Z for bidding.

Bidding for Section Z closes at the same time and on the same day as the main auction. That closure date is show on the auction catalogue and the website

I hope this all makes sense, but please do not hesitate to contact me if you have any queries at all, especially after the auction launches and you can see what is on offer. You may find it particularly useful to raise your queries before entering your bids.

ABBREVIATIONS

bmpd – bumped
brg – British racing green
b/w – black & white
c – circa
crsd – creased
dhc – drop-head coupe
dj/dw – dust jacket or dust wrapper
dmgd – damaged
ed – editor or edition
endp – endpaper(s)
e£ – estimated selling price
exc – excellent
fhc – fixed-head coupe
fldr – folder
fldd – folded
hb – hard-backed
hbk – handbook

ibc – inside back cover
ifc – inside front cover
ill – illustrated or illustration
lh – left-hand
lpon – later print of original negative
ltd – limited
MB – Mint Boxed
mkd – marked
MY – model year
nd – no date
nos – new (i.e. unused) old stock
nr – near
orig – original
ots – open two-seater
o/w – otherwise
p – page
pb – paperback

pp – pages
pub – published or publisher
pr – printed or printer
rpd – repaired
rh – right-hand
rev – revised or revision
reg – registered
RS – rusty staples
RT – road test
sb- soft-bound
sl – slight(ly)
VG – very good
vol – volume
v- very
w – with
w/o - without

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PART 1

Lots dealing with the Company and its Products more generally, including Brochures, Books and other items that cover more than one Jaguar model

SECTION A – THE JOHN MAYSTON-TAYLOR COLLECTION - PART 2

Regular customers will recall how delighted I was to have been chosen by John Mayston-Taylor to help disperse his collection of automobilia and other items last year. John will be well-known to many as the former owner of Lynx Motors International for a very successful 15-year period from 1992 to 2009.

Part 1 of John's collection sold very well in my last auction and Part 2 starts with some quite spectacular entries including a selection of Lots linked to the "Lost Lightweight" - the Kjell Qvale Lightweight E-type (LWE) - as well as lots for C types, D-types and other racing E-types. A truly unique group the likes of which cannot be found on the market anywhere else in the world today.

Qvale Lightweight E-Type (S850660)

Background

The saga of the Qvale LWE is quite extraordinary and took the motor-racing and Jaguar worlds by storm when the story broke in early 1998. The car was one of 12 aluminium racing E-types built by Jaguar's competition department in 1963. The Qvale car was originally one of a batch of four ordered for the Briggs Cunningham team but was actually delivered to Kjell Qvale, Jaguar's West Coast distributor based in San Francisco. Qvale added the red centre stripe over the original blue and white Cunningham colours, and raced the car at the Sebring 12 Hour race in March 1963, when it was First in Class and 7th overall. Its next appearance was at Laguna Seca in June, finishing in 8th place.

The car was then returned to Qvale's HQ in San Francisco where it was sold to Howard Gidovlenko for US\$5,000 in October 1963. He intended to race the car at Daytona in 1964 but Jaguar HQ advised that enough time was not available to prepare the car. Eventually, it became clear that motor-sport had moved on and the car was no longer competitive. Gidovlenko then parked the car in his Los Angeles garage – where it stayed for the next 35 years!

On his death in 1998, the family found the car surrounded by boxes of parts and other items, but at first, they did not realise what an important car this was. The family put out an internet search for background information and the penny dropped. The "Lost Lightweight", thought to have been destroyed in 1963, had been found!

The car was identified by US Jaguar luminary Terry

Larson and the family agreed that it should go to auction. It was the star lot of the RM Auction at Monterey in August 1998, when it sold for £540,671. John Mayston-Taylor led the bidding and the car was duly returned to the Lynx workshops for a full recommissioning. John was very clear from the outset that his priority would be the preservation of as much originality as possible, and with the aim of returning the car to the two race tracks where it had raced all those years before.

Seven months later, in March 1999, the car returned to Sebring for the first time since 1963. Driven by John, the car won its class in the two races it entered – a One-hour Night Endurance Race and the 10-lap Trophy Race, where it finished 3rd in a field of 32. The following weekend it was presented at The Amelia Island Concours, where it was awarded Best Unrestored Automobile. It was then flown back to England for the Louis Vuitton Classic Concours at the Hurlingham Club, where it won its class in the Post-War Historic Sports-Racing Cars category.

In August, it was flown to California to compete in the Monterey Historic Races at Laguna Seca, where it was re-united with one of its original drivers, Ed Leslie. When asked by John if he would like to drive the car for a few laps, Ed replied 'why don't you drive, but can I sit in the passenger's seat?' John was honoured and privileged to drive one of his sports car heroes around the circuit. Following the race weekend at Laguna Seca, it was decided to retire the car from active circuit competition. After all, it had returned to the two circuits where it had been originally campaigned. The car was transported from Laguna Seca to New York for the Louis Vuitton Classic at Rockefeller Centre, where it won a Special Judges' Award. Further successes followed until the car was sold at the RM auction at Amelia Island. The car later returned to England until last year, when it moved back to the States where it is believed to remain.

Qvale Lightweight E-Type (S850660)

NB All the items in this opening section were either found with the Qvale LWE when it was rediscovered in 1998 or were dismantled from the car during its restoration by Lynx in 1998/99. For Lots 1 – 30, "LWE" means the Qvale LWE.

1. Unique and hugely comprehensive leather-bound history file for the Qvale LWE. Includes original programmes, magazine coverage of the Sebring and Laguna Seca races in 1963 while the car was still in Qvale's ownership. Copies of the contract selling the car to Howard Gidovlenko in October 1963 and his correspondence with Jaguar Cars and others as he prepared the car for competition. At that stage, he realised that the car had become uncompetitive and it was parked in his Los Angeles garage for 35 years!

The rediscovery of the car in 1998, its subsequent sale, renovation and return to racing at Sebring and Laguna Seca in 1999 are all covered by documentation, photos and magazines. The car's appearances at Louis Vuitton Classics in London and New York, Goodwood Revival, Goodwood Festival of Speed and Pebble Beach are also covered. Includes the Third-Place rosette at the Pebble Beach concours in 2002 (pretty good for a working race car up against fully-restored competition!). Also included is a curiosity. When the car sold at Monterey in 1998, it was Lot 460 in the catalogue. However, when the car arrived at the Lynx workshop, it carried the Lot No 459! This is also included in the history file. Further details on the contents of the file are available on request. A unique record of a unique Jaguar. Fine (e£950-1250)

2. An Original Sebring March 1963 12 Hour Poster by Florida Society Artist Vincenzo Maria Zito. This poster will appeal to two groups of collectors. The first is the Jaguar connection with two LWEs entered, one of which was the Kjell Qvale LWE that features so strongly in this auction. Driven by Ed Leslie and Frank Morrill, it achieved a very respectable 7th position. The other LWE, from the Cunningham team, finished in 8th position, one lap behind. The second group is those collectors with an interest in the art of Florida society artist, Vincenzo Maria Zito. His cartoons of the leaders of society in Florida, including the seasonal visitors from the likes of New York and Los Angeles, sold well at the time and still do. Zito created few such posters so they have a special position within his total work. Size overall – 22 x 31. Mounted, framed and glazed. Fine (e£650-850)

3. An original Sebring March 1963 12 Hour Programme with cover artwork by Zito. A companion to the above Lot and very rarely available at the same time. 48 pages plus loose large size Official Entry List. Size 8.5 x 11. Fine condition and very rare thus. (e£100-150)

4. Original date stamped racing seat belts from Qvale LWE as used when it competed at the 1963 Sebring 12 Hours and at Laguna Seca in 1963. Also, replacement racing seat belts from the Qvale LWE as used when it returned to compete at Sebring in 1999. (e£250-300)

5. Unused LWE dry sump oil tank. (e£400-500)

6. Original LWE fuel tank (e£350- £400)

7. Metal support bars for the fuel tank (e£100-150)

8. Original Jaguar LWE radiator (e£-250-300).

9. One pair of original LWE rear exhaust pipes. (e£250-300)

10. Original, unused LWE camshafts. Two sets, one machined, one as blanks. As found with the Qvale car, includes original paper wrapping. (e£200-250 the Lot)

11. One pair of original unused LWE brake discs with their original box marked with the Jaguar part number. (e£200-250)

12. One pair of original unused Jaguar LWE hubs. (e£100-150)

13. A second pair of original Jaguar LWE wheel hubs. (e£100-150)

14. One set of 4 original unused Jaguar LWE hubs. (e£200-250 the Lot)

15. One unused Jaguar LWE hub. (e£50-75)

16. Original Jaguar LWE drive shaft. (e£100-150)

17. One pair of original Koni shock absorber for LWE. (e£200-250)

18. Original LWE unused clutch plate with original documentation (e£150-200)

19. Front LWE suspension uprights (e£100-175)

20. LWE Suspension arms and anti-roll bar brackets. (e£100-175)

21. A group of smaller LWE items including hub dust caps, brake piston housings, water pipe connectors, etc. As seen. (e£100-150 the Lot)

22. A second group of various LWE brake parts. As seen. (e£100-150 the Lot)

23. A third group of LWE items including a selection of LWE spring spacers for ride height adjustment, an LWE fuel tank connection cover, the original "Thor" soft-head hammer for the LWE wheel spinners and a box of original letterheads and envelopes from "Auto-Dyne, the company of Howard Gidovlenko, the second owner of the Qvale LWE. As seen. (e£100-150 the Lot)

24. A fourth group of smaller original LWE parts. Used and unused coils, original plug leads, radiator blind mechanism, etc. As seen. (e£100-150 the Lot)

25. LWE Timing Strut mechanism – fabricated by Lynx and used on the Qvale LWE (S850660) when competing at the 2000 Goodwood Festival of Speed – 2nd in class, and also on the Cunningham LWE 5114 WK (S850664) at the 2002 Goodwood Festival of Speed – 1st in class. (e£100-150)

26. Qvale LWE door mirror and cowling – the original door mirror and cowling used on Qvale LWE at 1963 Sebring 12 hours race. (e£150-200)

27. 2007 Limited Edition Revell 1:32 model of the LWE. Die-cast metal and liveried as for the 1963 Sebring race. Inner box protected by card sleeve. Mint model in mint box. (e£50-75)

28. "History in the Making". Lynx ad featuring the LWE. 13 x 17 inches overall. Mounted, framed and glazed. Mint. (e£20-30)

29. FIA Historic Vehicle Identity Form for LWE. Dated 6 February 1999. With tipped-in photos. Fine. (e£100-150)

30. An interesting and not well-known aspect of the Qvale LWE story. This lot comprises high-grade colour copies of four documents recording the first UK registration of the Qvale LWE as 5113 WK in 1999. They are – Certificate of registration (V379) dated 17 February 1999. MOT Test Certificate dated 6 March 2000. 02/01 Registration Disc dated 16 March 2000. Vehicle registration Document (V5). Plus, the original 01/02 Registration Disc dated 29 January 2001. The car was the first of a batch of four LWE, initially ordered by Briggs Cunningham, but it was separated from the other three and despatched to Kjell Qvale in San Francisco, still wearing its Cunningham livery. The Cunningham cars were duly registered in UK as 5514 WK, 5115 WK and 5116 WK. Had the Qvale car been registered at the same time, it would have been 5113 WK. After the Qvale car was bought at auction in 1998 and returned to UK for Lynx to recommission, John contacted DVLA to see if it would be possible to register the car as 5113 WK and succeeded – no mean feat given the DVLA culture at the time! An intriguing footnote to the Qvale LWE story. Fine. (e£30-40 the Lot)

Cunningham LWE – 5114 WK (S850664)

31. A very impressive Javan Smith model of the Cunningham LWE 5114 WK (S850664), in his signature 1:8 scale. For comparison, the Peter Lindner Low Drag LWE model alongside is 1:24 scale (see Lot 68). The photograph does not do justice to the “presence” of Javan’s model. It is an imposing piece nearly two feet long and the level of detail is especially evident at this scale. Mounted on a wooden base, it is protected by a Perspex case. 5114 WK was the first of the three “Lightweights” that Briggs Cunningham entered Le Mans in 1963. Javan’s LWE models are among the rarest of his Jaguar creations as he has majored on the C-types and D-types There is a nice story attached to this model. John and Javan were chatting one day in late June 2001 about the Le Mans Legends race. Javan had seen the results and congratulated John on finishing 7th overall in 5114 WK. John explained that the car had performed faultlessly, and although the race itself was only about 45 minutes, the key to finishing was to be kind to the car. It was after all, nearly 40 years since it had last competed at Le Mans and was never designed to return, let alone after such a long time. Javan then offered to build a model of the car as a memento. John was greatly flattered and some weeks later Javan duly presented the model to John. Neat! Fine (e£1750-2000)

32. Race mirror as used on Cunningham LWE 5114 WK (S 850664) in competition at Le Mans 2001 and Goodwood Revivals. VG (e£150-200)

33. FIA Historic Vehicle Identity Form for LWE 5114 WK. Undated but 1999. With tipped-in photos. Fine. (e£100-150)

34. Vehicle Registration Document for E-type 5114 WK. Undated. Registered Keeper was Brian Classic, Warehouse 3, High Leigh Park Estate, High Leigh, Knutsford. Also. Retention of Vehicle Registration Book for 5114 WK. Dated 8 March 1978. VG. (e£40-50)

35. Original fuel tank support strut for one of the Cunningham LWEs. VG. Rare. (e£50-75)

Phil Scragg LWE – PS 1175 (S850669)

36. Original LWE front brake callipers from the Phil Scragg LWE. VG (e£150-200)

37. Original Dunlop alloy spare wheel with tyre for Phil Scragg LWE. (e£350-400)

38. FIA Historic Vehicle Identity Form for Phil Scragg LWE. Undated but 1999. With tipped in photos. Fine. (e£100-150)

General LWE Lots

39. Header tank as fitted to Jaguar LWE. Marked “Display Only”. (e£200-250)

40. A set of inlet trumpets created by craftsmen metal workers at Lynx for LWE. (e£200-250)

41. Original Dunlop alloy wheel for Jaguar LWE. (e£300-350)

42. Original Dunlop alloy wheel for LWE. (e£200-250)

Lots for C-types, D-types and Competition E-types

43. A beautifully hand-crafted pair of D-type/XKSS/ LWE bonnet straps. Made at Lynx, they are crafted in cow-hide and the metal has a deep chrome-plated finish. Both are in mint condition and very rare, possibly unique. (e£300-350).

44. Bonnet lock for D-type/XKSS. Hand-made at Lynx. Mint. (e£75-100).

45. Original Dunlop alloy wheel rims and centre plates for Jaguar D-type. (e£200-250)

46. Original Dunlop wheel centre for Jaguar D-type. (e£75-100)

47. Original Dunlop alloy wheel centre and wheel rim. (e£100-150)

48. Rev counter as fitted to Lynx D-type and XKSS. Fine nr Mint. (e£500-550)

49. D-type dashboard light – original specification D-type lamp as used on the works cars at Le Mans. (e£100-150)

50. Pair of inlet manifolds for either C- type or D-type. (£250-300)

51. Original Jaguar sump section from Jaguar C-type. (£200-250)

52. Two original competition wire wheels from E-type Reg no YRP 999 (S850020). (e£150-200)

53. Pair of original Perspex windows as fitted to Cunningham team E-type Reg. no 9023 DU (S875027), when raced in 1963. (e£100-150)

54. Aluminium carburettor inlet trumpets – one set of Lynx solid billet machined inlet trumpets in high grade aluminium for use of Jaguar E-types fitted with triple SU carburettors. (e£150-200)

55. A group of assorted original small items from competition Jaguars. As seen. (e£100-150 the Lot)

56. FIA Historic Vehicle Identity Form for D-type XKD 558 (Regd No FSK 214). With tipped in photos. Dated 10 May 1999. Fine. (e£75-100)

57. MOT Certificate and Inspection report for D-type XKD 502 (MWS 302). Dated 8 June 1987. Fine. (e£40-50)

NB Please note that all items in Lots 01 – 57 above are sold as mementos and memorabilia. While many could indeed be fitted to a car, it is important that they are fully tested beforehand.

AND FINALLY! From Steve McQueen's XKSS (XKD 568)

58. These are the original bespoke black leather trim panels from the interior of Steve McQueen's XKSS. Following his death in November 1980, many of his cars were auctioned at a sale in Las Vegas. A neighbour of his, Richard Freshman, purchased his XKSS at the sale and arranged for the car to be shipped to Lynx for refurbishment. It was agreed that the car would be returned to its original factory specification and as a result, a number of items specific to the car and had been commissioned by McQueen, were removed and discarded. Lynx subsequently restored the car for Richard Freshman, and the car now forms part of the display at the Petersen Automotive Museum in Los Angeles.

In March 1992, when John acquired Lynx, he came across a large cardboard box with the words 'McQueen XKSS' written on it. Intrigued, John asked what this was about and was told it was merely from an old job and should have been thrown away. When he opened the box, he found the original leather panels that had been personally commissioned by Steve McQueen from US trim specialist Tony Nancy in 1958, after McQueen first bought his Jaguar XKSS! Having looked after these unique items for more than 25 years, John finally decided that they should be enjoyed by a fellow McQueen enthusiast. Unique. (e£2000-3000)

59. Original Steve McQueen Le Mans 1971 Gulf promo poster. Framed. Glazed. (e£50-90)

60. Unused Persol display stand for their "Steve McQueen Special Edition" sunglasses. Mint. (e£25-50)

General Lots

61. An original and very evocative Scianna painting of a Jaguar E-type pushing a Ferrari 250 GTO very hard. Very typical of those events in the early 1960s when the cars went head-to-head time and again. The LWE cars were specifically developed to meet the challenge posed by the 250 GTO. 29.5 x 22. Framed and glazed. Fine. (e£500-600)

62. The Jaguar XK in Australia by John Elmgreen and Terry McGrath Limited Edition No 808/1000 – signed by Terry McGrath. This superb book stands in the front rank of the Jaguar library as a testament to years of diligent research and scholarship. Co-authored by John Elmgreen and Terry McGrath, two luminaries of the Australian Jaguar scene, this book was published in New South Wales in 1985. Publication was limited to 1000 numbered copies. It is a huge book 10 inches by 13.5 inches in size and 373 pages in length. Strongly bound in green cloth boards. Quite a few copies have lost their dust-wrappers as the "wrap-rounds" were slightly undersized, so they easily came adrift from the book. This one is present. For me this book ticks two boxes - it is a superbly produced offering for the collector and it also appeals to the Jaguar fan through the wealth of history and scores of excellent photographs, many seldom seen outside Australia and the Antipodes. Near Mint book with Fine d/w. (£700-800)

63. The official French government poster for Le Mans 1960. Original. 16.5 x 24. The superb over-head photo by Frenchman Yves Debraine shows the start of the 1959 race with the Ecurie Ecosse Tojeiro-Jaguar, RSF 301, quickly away. These posters are actually seen less often than the one produced by the race organisers. Fine. (e£350-400)

64. Full-colour photo of Ecurie Ecosse Tojeiro-Jaguar, RSF 301 (see above) at Goodwood during the Tourist Trophy race in 1959, with Jim Clark at the wheel. Masten Gregory, his co-driver, had a serious accident at Woodcote Corner later in the race. Size 17 x 13 overall. Mounted, framed and glazed. Fine. Rare. (e£50-75)

65. A superbly elegant week-end bag from Lynx in soft green leather. Double top zip. Two end pockets and a side pocket. One zipped interior pocket on each side. Made by G W Bartlett in the States. 20 x 11 x 9 deep. Ballistic nylon handle and shoulder strap. Beautifully finished. Fine nr Mint. (e£150-200)

66. A Lynx umbrella in dark green with two silver Lynx logos. 43 inches in diameter and 33 inches from handle to tip. Fine. (e£40-50)

67. The "Lynx D-type" from Historic Replicars. 1:24. Signed underneath by John Haynes, the founder of the company. VG. Very Rare. (e£175-200)

68. Low-drag E-type no 4868 WK, the Peter Lindner car. 1:24 scale. Diecast and built by SMTS. Fine. (e£175-195)

69. Original Jaguar XK - The Restorer's Guide by Philip Porter. Limited Edition No 4 of 120. Signed by Philip. Bound in green leather. Fine. (£50-75)

70. "Ecurie Ecosse. A Social History of Motor Racing from the Fifties to the Nineties" by Graham Gauld. Paperback. 11.5 x 8. 210pp. Published privately by Graham Gauld Public Relations in 1992, Covers the glories of the 1950s as well as the revival of the team in the early 1980s by Hugh McCaig and Graham himself. They went on to win the 1986 World Manufacturers Championship for Group C2 cars. Draws heavily on private correspondence between Ecurie Ecosse and Jaguar cars. Fascinating! Fine and largely unread. (e£50-60)

71. A fine water-colour by Mark Gilham, head of Lynx's marketing agency at the time. It is based on a photograph showing the Lynx D-type demonstrator, 57 SAL, crossing the line at a rainy Goodwood in 1993. A nice period piece showing the Goodwood circuit pre-facelift. Fine. (e£100-125)

72. This is the photograph of 57 SAL that gave Mark his inspiration for the above water-colour! Mounted, framed and glazed. Fine. (e£125-150)

73. A splendid metallic green diecast metal Series 1 E-type FHC. 1:24 scale. By SMTS with the high level of detail and finish quality associated with that company. Curiously, it is not included on the SMTS website list of all the Jaguars they have produced. Wonder if it was a special order? I suspect it has been bumped at some stage as the opening bonnet is sl loose o/w Fine. (£140-160)

74. K & R Replicas. D-type 1956 Le Mans winner. 1:24 white metal kit. No check list of contents so sold as found. Mint condition and in Fine box. Rare thus. (e£150-175)

75. Jaguar C-type MDU 214. Original watercolour by David Harbour. This is the car that Stirling Moss drove to victory in the 1952 Rheims Grand Prix – the first race win by a disc-braked car. Mounted and ready for framing and glazing. Signed by artist with annotation on back. Fine. (e£50-60)

76. Jaguar XK120 - Anatomie eines Kultobjekts" (Anatomy of an Icon) by Urs Schmid. This is the standard edition. Detailed and authoritative text accompanied by superb photography - usually of Urs' own XK 120s. The detail is quite outstanding and, although in German, one of the joys of technical German is that it is largely understandable by English-speaking readers. What else could "Auspuff" mean but "exhaust"! Mint. (£40-50)

77. Worshipful Company of Coachmakers and Coach Harness Makers of London. Certificate of Merit

awarded to the Lynx Jaguar XJS HE Eventer at the display of British Coachwork held at Ragley hall in Warwickshire to Commemorate the Centenary of the Motor Car. Signed by the hand of the Master (Richard Dallimore) and the Clerk (William Wharfe) – 10 May 1986. Size 10.5 x 14.5 overall. Mounted, framed and glazed. Fine. Unique. (e£50-75)

78. Worshipful Company of Coachmakers and Coach Harness Makers of London. Certificate of attendance awarded to the Lynx D-type Replica and the Lynx Jaguar XJS HE Eventer at the display of British Coachwork held at Ragley hall in Warwickshire to Commemorate the Centenary of the Motor Car. Facsimile signature of the Master and the Clerk – 10 May 1986. Size 12.5 x 15.5 overall. Mounted, framed and glazed. Fine. (e£30-40)

1950 XK120 OTS – KWR 264 (660282)

This was John's own car. A concours winner that also had the distinction of being selected to represent Jaguar in the 1996 Royal Mail stamp set "Classic Sports Cars".

79. A comprehensive leather-bound history folder for KWR 264. Contains story-line for the car, including its renovation at Lynx in 1991/92, its 1993 entry in the Louis Vuitton Concours in Paris, where it won the Connolly Prix de l'Art de Vie. Subsequently, it formed part of a display of Lord Montagu's 10 favourite cars at the National Motor Museum at Beaulieu and was also displayed in the Jaguar section of the Museum of British Road Transport in Coventry. In 1996 the car was selected to be the Jaguar representative in the Royal Mail set of stamps "Classic Sports Cars". A set of the stamps and First Day Covers are included in the folder as is correspondence with Simon Clay, photographer at Beaulieu, who also handled the photography for the Royal Mail set. KWR 264 was subsequently chosen as the cover photo for the brochure advertising the Motoring Picture Library at the National Motor Museum at Beaulieu and a copy of the brochure is also included along with other original documents and photographs. Sl indentation in the cover o/w Fine. Unique. (e£200-250)

80. Capel desk clock in brass. Has beautifully engraved Jaguar badge on the base which echoes the XK120 bonnet badge. Also engraved with the KWR 264 registration number. Clock sl loose. Fine and in original packaging. (e£25-30)

81. Royal Mail's lead publicity poster for the 1996 "Classic Sports Cars" set featuring KWR 264 on the 43p stamp. Fine. (e£30-40)

82. A giant card cut-out of the 43p stamp measuring 18 x 18. Fine (e£20-25).

83. Studio shot of KWR 264 by Simon Clay, photographer at the National Motor Museum at Beaulieu and one of the best in the business. Size 14.5 x 12.5 overall. Mounted, framed and glazed. Fine (e£40-50)

84. Lynx Christmas card for 1996 featuring KWR 264. Fine. (e£20-25)

And a very special Lot to close this Section!

85. "Sixties Motor Racing". Photography by Michael Cooper and text by motoring historian, Paul Parker. Foreword by Nick Mason. A superb production by luxury publishers Palawan. This book isn't just about cars - it is also about people. Cooper wasn't merely an observer of the F1 scene of the day but became, as his reputation grew, part of its very fabric and a friend to the most celebrated drivers of the day. This book brings together a decade-long body of his work - 390 photographs, many never before seen. Paul Parker's year-by-year narrative puts Cooper's pictures into the wider context of that very special decade. Jaguar's glory years of the 1950s had dimmed, but the cars and especially Jaguar drivers are dotted through the book. There were five leather-bound editions each in a different colour - Red, Blue, Green, Yellow and Black. Each edition consists of ten (10) signed copies, specially numbered 1960-1969. This is black edition no 1960. The book is handbound in Morocco leather and is presented in a cloth solander box. As is always the case with Palawan, production standards are very high indeed - paper, binding, printing and colour are all of the very best. The solander box is 14.5 inches square and with the book weighs over 14 lbs. Mint book in a Mint solander box; both in the original mailing box. Very rare. (e£900-1000)

Contract

Please note that you enter a contact with me the moment you make a bid in the auction. It is therefore important that before you bid, you read the Guidance Notes inside the front cover of this catalogue and the Conditions of Business at the back.

If, having done so you have any questions, please do not hesitate to mail me. I'd much prefer to clarify any uncertainties at the outset rather than having to unscramble things later.

SECTION B – GENERAL JAGUAR BOOKS

NB. There are more books listed in other Sections throughout the catalogue.

Remember, condition is shown in the order: Book/ Dust Jacket. Condition is also relative. A VG book published in 2010 will, by definition, be in relatively better condition than a VG book published in 1966.

86. 'Jaguar – a Tradition of Sports Cars' by Bernard Viart and Michel Cagnet. Haynes. 1985. 443 pp. 8.5 x 10. The French equivalent of the milestone books written by such English authors as Paul Skilleter, Philip Porter and Andrew Whyte. First published in French in 1984 but this edition in English. A deeply researched book of the company that also deals with the cars. Its special joy is the number of photos that appear for the first time. This is a direct result of the two authors having direct access to much French material. Michel Cagnet worked for the company's main agent in Paris for many years including the 1950s when he was the unofficial liaison officer and local "fixer" with the Company's works teams at Le Mans, Rheims etc. He therefore had a unique insight into the era – and a huge fund of stories to tell, not all of which the lawyers would allow into the book! VG/ Fine. (e£20-25).

87. B/5 "Jaguars for the Road" by Henry Rasmussen. Motorbooks International, USA. 1985. 11 x 9. A superb extended photo essay on the milestone cars. It starts with the SS100 and ends with the XJS. Exceptional photos, many from the Road & Track picture archive, and well-informed commentary by one of America's top-flight motoring writers. Fine book in VG dw. Seldom seen outside the States. VG/VG. (e£30-40)

88. A Different Breed of Cat. 64 pp. 9.5 x 9.5. Published by Jaguar Cars in 1972 to celebrate the 50th anniversary of the founding of the company. A photo-review of the company's history and products. Although he is not credited, this book was written by Andrew Whyte. He was especially pleased with the Jaguar wings design on the end papers, which was his idea.. An important book for the Jaguar bibliophile as it is the only hardback book ever published by Jaguar Cars (as opposed to JDHT, etc.). VG. (e£20-25)

89. "Jaguar Scrapbook" by Phillip Porter. Porter Press International. 2006. Large format – 14 x 12. 161 pp. A fascinating and completely unique book. Phillip Porter is one of the top Jaguar writers and over the years has assembled an amazing collection of Jaguar automobilia from the earliest days of the company. Interspersed among the material are quotes from the huge range of people associated with Jaguar that Philip has interviewed over the years. I picked this book up to catalogue it. Nearly an hour later I was still reading! Mint/Fine. (e£25-30)

90. Jaguar – All the Cars by Nigel Thorley. Second edition. Haynes Publishing, 2010.. Lengthy reference detail for all Jaguar models, supported by facts, figures and photographs. Each model is covered in a separate chapter, and all information is presented in clear tabular form. A definitive reference work for the Jaguar enthusiast. My copy is permanently on my desk! VG/VG. (e£10-15)

91. Jaguar – Greatest Hits. A collection of road tests and editorial items on Jaguar stars by Classic & Sports Car writers. 2018. Paperback. Fine. Unread. (£10-15)

92. 'Beaulieu'. Published by The Lord Montagu of Beaulieu. 1952. 40 pp. 5 x 7.5. An intriguing hardback booklet given the story of Beaulieu reaching back to the establishment of the monastery in the early 13th century. No author is credited but this is Lord Montagu's own work. A most unusual addition to any collection of books touching on Beaulieu and the central role played in the classic car movement by successive Lords Montagu. Fine. (e£10-15).

93. 'The Jaguar Driver's Yearbook 1979-80' by Paul Skilleter. Magpie Publishing Company 1980. 1st edition. 119 pp. 8.5 x 12. The third of Paul Skilleter's well-researched and well-illustrated compilations. d/w has spine-fade o/w Fine/Fine. (e£10-15).

94. 'Jaguar – the Legend' by Jonathan Wood. Paragon. 1997. 80 pp. 10 x 8. A useful overview distinguished by particularly good photography of restored cars of the marque. Pull at head of dw spine. Good/Fine. (e£10-15).

95. 'Jaguar – the History of a Great British Car' by Andrew Whyte. First edition of Andrew's book, the first to focus on the people who built the cars as well as the cars. Very comprehensive history and splendidly illustrated throughout with very good black and white photographic plates VG/VG. (e£10-15).

96. 'Jaguar – the History of a Great British Car' by Andrew Whyte. Second edition of Andrew's book. The cover shows Win Percy's TWR XJS on his way to his first ETC win at Donnington in 1984. VG/VG. (e£10-15).

97. 'Jaguar – the History of a Great British Car' by Andrew Whyte. Fourth updated and expanded edition of Andrew's book. Fine/Fine. (e£10-15)

98. 'Jaguar – History of a Classic Marque' by Philip Porter. Sidgwick & Jackson. 1988. 9.5 x 13. 224 pp. A useful large-format book by XK and E Type specialist Philip Porter. This book is particularly interesting to automobilia collectors because of the way Philip has used brochures and advertising material throughout the book. VG/Fine. (e£20-25)

99. Jaguar Sports Cars by Paul Skilleter. Haynes 1978 reprint of 1975 first edition. Dated in some respects, but photos are exceptional and the data in the appendices still very useful. 9 x 9. VG book. DW sl faded. (e£10-15)

100. 'The Jaguar File – All models since 1922' By Eric Dymock. Dove Publishing. 1998. 8.5 x 6. 416 pp. The compact size of this book and the standard format of the entries for each make this a most useful quick reference for the cars. Fine/ VG.. (e£20-22)

101. Automobilia by Peter Card. 1989. Boxtree. 96 pp. Peter Card, at the time head of the Vintage Car and Automobilia Department at Phillips, surveys and illustrates, in colour and black and white, the international collecting field. Useful advice for both experienced collector and newcomer. VG. (e£10-15)

102. Complete Handbook of Automobilia Hobbies. Edited by Beverley Rae Kimes. Automobile Quarterly 1981. VG. (e£10-15)

103 "Jaguar from the Shop Floor - Foleshill Road & Browns Lane. 1949 to 1978" by Brian Martin. Veloce. 2018. First-hand account of the development and production processes and the ups and downs of factory life through the eyes of someone who was actually there. Fine/Fine. (e£15-20)

Bidding Check-list

When you bid, please don't forget to double-check:

- That the Lot numbers and other details of your bid are accurate.
- That you indicate how you wish to pay.
- That the e-mail address linked to your PayPal account is correct (if that is your chosen option for payment).
- That you have made your insurance requirements clear.
- That you have included your personal details clearly.
- That, above all, you heed the cut-off-date!

SECTION C – ORIGINAL JULIAN KIRK CARTOONS

A unique portfolio of the work of this exceptional artist who has a soft spot for Jaguars!

These works are all unique original watercolours on heavy laid paper, approx. 22 ins x 15 ins overall and signed by Julian.

- 104. Long-nose! The cover painting for this year's calendar. (e£150-175)
- 105. The Elephant in the Room! (e£150-175)
- 106. Another wet day at Le Mans. (e£150-175)
- 107. Just one drop! (e£150-175)
- 108. Ghost of Jaguars Past. (e£150-175)
- 109. Installing the Dunlop bridge at Le Mans. (e£150-175)
- 110. Line up. (e£150-175)
- 111. The Robert Maxwell XK140. (e£150-175)
- 112. Goodwood Festival of Haste. (e£150-175)
- 113. We've all been there! (e£150-175)

www.jaguarautomobilia.com

Don't forget that the full text of this catalogue is available on my new website with every Lot illustrated, some with more than one photograph.

Remember too that from my website, you can also:

- Bid securely on-line
- Order additional paper copies of this catalogue.
- Order copies of "All About Jaguar Mascots". Your essential guide to this iconic symbol of the marque.

And especially, order copies of Julian Kirk's superb and very amusing calendar for 2019

SECTION D – TWR and JAGUARSPOORT

**See also Section E – for Le Mans and
Section U – for XJ220**

Rarities and Curios

115. 1986 race suit from French Silk Cut Jaguar team driver Jean-Louis Schlesser. Made by "Road & Racing" in Nomex. Castrol and Dunlop logos on right shoulder. Silk Cut Jaguar text on chest and back. "Jean-Louis Schlesser" embroidered on left breast. Silk Cut at throat and Dunlop also on the epaulettes. Frenchman Schlesser was a superb driver who won the French Touring Car championship in 1985 driving a TWR Rover Vitesse. This led to a place in TWR's Silk Cut Jaguar Group C team in the same year and for the 1986 season when his best drives were 4th at Brands Hatch and 5th at Spa. This suit shows some wear but is in Very Good condition. Unique. (e£600-700)

116. A Silk Cut Jaguar paddock coat from the 1991 season. This is a rare item produced for the additional team members supporting the Le Mans race that year. As this was a separate late order, it is a darker shade of purple than normally supplied and has the sponsors' logos etc. stencilled on to the jacket rather than woven in or sewn on. There is a hood that rolls into the collar. Designed by Victoria Mockett of "Why Not" Ltd of London, it is made from the Swedish rip-stop Protech fabric. An authentic item of team clothing produced in very small numbers. It shows little signs of wear and is in VG near Fine condition (e£150-200)

117. 1988 season Jaguar Silk Cut crew overalls. Logos for P&O sponsorship and the World Sportscar Championship date this set to 1988, when Jaguar won Le Mans again for the first time since 1957. A set of overalls worn in a truly historic season. Good to VG. (e£100-150)

118. Jaguar pit crew oil-skin hooded jacket. Heavy duty for sustained heavy rain. Very dark green, near black. 1985 season. VG (e£100-125).

119. White rain-suit. Synthetic material. No indication of maker or size, but it fits me OK and I'm 5' 11". Clean and rarely used. Slight discolouration on front zip. Season not confirmed but, P&O sponsorship could point to 1988 when Jaguar won Le Mans. (e£100-125)

120 Tamiya 1:10 scale Jaguar XJR-12 Daytona 24 hr Castrol livery. 20 inches long overall. Boxed. Radio controlled. Includes 19-page manual, Techniplus radio-control unit, Riko quick charger, three batteries and various spares. Has been used but still in VG near Fine condition. (e£80-100)

121. Two items of original artwork for an agency presentation seeking to win the Budweiser design contract after Anheuser-Bush Inc took over from Castrol as lead sponsor for the Jaguar racers running in the 1991 IMSA series in North America. There are two black boards each with a scalpel-cut image of an XJR-10 in the suggested red livery. One shows the car in plan-view; the other a side-on view from the right. History records that this proposal did not succeed with the predominantly white "Bud Light" livery being adopted. Here lies the rarity value of these pieces as illustrations of the jockeying that goes on behind the scenes to secure and develop the sponsorship without which, there would be no racing. An unusual, important and probably unique slice of the history of Jaguar's competitive achievements in North America. Fine. As a pair. (e£75-95).

122. The very rare TWR brochure for the XJR-6. 8-pages. 11.5 x 8. Uses high-grade laminated paper. Illustrated specs. Quotes from the likes of Neil Johnson and Jim Randle on the Jaguar side as well as Tom Walkinshaw. Photos of key team members – Roger Silman (Team Manager), Tony Southgate (Chief Designer), Paul David (Racing Manager) and Allan Scott (Chief, Engine Development). Also the four drivers – Martin Brundle, Hans Heyer, Mike Thackwell and Tom. Honourable mention for Stephen Leitch of Dunlop. Their TD tyre was specially created for the XJR-6. Fine. Rare. (e£100-125)

123. Jaguar Silk Cut Leyland Race Car Transporter by Scalextric. Scratch-built and based on the actual transporters used by the Jaguar team. Decals, etc. appear to be accurate. Fitted with magnagtraction with a new drive and new tyres. Fully tested. Could be used for a Scalextric layout or static display with 1.43 scale Silk Cut sports cars such as the Onyx model shown here, which is included in the Lot. Fine. (e£150-200)

124. A large and rare full-colour TWR brochure covering the full range of services offered by the TWR group with a specific focus on competition work. This brochure is from the mid-1990s and the Silk Cut Jaguar racers created by TWR feature heavily throughout, with the XJ220, XJ220S and XJR-15 also covered. The JaguarSport versions of the XJS and XJ40 gain a mention. 14 x 11. 16pp with two at the back double-sized. Wire-bound in heavy card cover. Targeted at the trade and media rather than retail customers, this is a rare item seldom seen and of particular interest to fans of the pivotal role TWR played in the renaissance of Jaguar. A rare item in Fine condition and in its original mailing pack. (£50-75)

125. TWR Jaguar Prototype Racers by Leslie Thurston. JDHT. 2003. 192pp. Detailed story of the Jaguar TWR racing cars. There is an overview and introduction to the cars, each race entered is described and the history of each individual chassis is fully recorded. The book is illustrated with 220 colour photographs showing the cars in action and the changes that were made to them over the years. Fine/Fine. Becoming difficult to find in this condition. (£50-75)

126. TWR and Jaguar's XJS - Inside Tom Walkinshaw's Group A Racing Team by Allan Scott. 2012 Privileged insider's view of the development of the TWR racing operation 1982-1987 including winning the 1984 ETC in the Jaguar XJS. New Zealander Allan Scott was the engine guru who set up and managed TWR's Engine Division over 15 years. He gives an in-depth view of how TWR operated as well as the intrigue and secrecy of intense battles on and off the motor racing tracks of Europe during the 1980s. Fine/Fine (e£30-40)

127. Jaguar World Champions by Andrew Whyte. Haynes. 1988. 208 pp Reviews Jaguar's triumphant 1987 season when they won the World Sports Car Championship. VG/VG. (£15-£20)

Brochures, Magazines, etc.

128. Large card triple folder for the XJR 4.0 litre saloon. 9 x 11. Dramatic photography and outline specs on the back. VG. (e£10-15)

129. Single-sheet card folder for the 5.3 litre XJR-S. Red car. 12 x 8. Fine. (e£10-15)

130. A more compact triple-fold card brochure for the XJR 4.0 litre sports saloon. 8 x 12. Fine (e£10-15)

131. Single-sheet card folder for the 4.0 litre XJR sports saloon. 12 x 8. Supplements Lot 130 above. Fine. (e£10-15)

132. Single-sheet card folder for the 6.0 litre XJR-S. Black car. 12 x 8. Fine. (e£10-15)

133. XJR-S. Pub. ref. XJR-S/92/GB. The black-covered brochure with XJR-S across a sage-coloured square. 11.5 x 11.5. 4-page brochure plus cover on v. thick card with dramatic photographic illustrations. VG. Near Fine. (e£10-15).

134. TWR press pack for the TWR XJ-S. Dated 12 January 1984. 2-page press release. 6-page reprint of Fast Lane article, June 1983. Single-page outline specs in four languages. Single-page sheet of "Conversions and Parts" including prices. Two b/w photos of car no TWR 84. All contained in a laminated triple-fold full-colour card folder. Fine and very rare. (e£50-75)

135. Performance Parts – XJR-S. Six-page card folder of JaguarSport performance parts for the XJR-S. Outlines of the various options and packages. No date. Fine. (e£15-20)

136. Jaguar Sport range brochure featuring XJS, XJ40 and the V12 Series 3 XJ. 9 x 12. 6pp Double-page spreads on the XJS and the "new" XJ40. One page on the Series 3 XJ and one page on racing successes. XJ40 was launched in 1986 so probably that year or the next. Fine. (e£10-15)

137. "On and Off the Track – The TWR Group is racing ahead" A slim and very unusual folder reminding us of the wide span of engineering within the TWR group. "Track Marshall" makers of the crawler tractor is part of TWR's Industrial Division. A rare curiosity. VG. (e£10-15).

138. Issues 1 to 6 of XJR – The International Jaguar Racing Review. Issues 1-5 are from 1988 and Issue 6 is 1989, so they span that glorious season when Jaguar celebrated a very rare 24-hour double – Le Mans and Daytona. VG. (e£20-30 the Lot)

139. "Jaguar Sport is Go!". Four-page card reprint of Paul Skilleter's article in the September/October 1992 issue of Jaguar World. This describes the up-rating of his XJ40. Interesting "before and after" photos. VG. (e£10-15)

140. A broken run of eight WSPC Bulletins from No 1 (10 February 1988) to No 11 (October 1988). An unusual take on Jaguar's ionic season. VG. (e£10-15 the Lot)

141. Press Pack for the launch of the XJR-S and Le Mans Celebration Edition. Embargo date 22 August 1988. 3-page press release. 1-page outline spec sheet. 1 page "Standard "Equipment". 6 mono photos. 6 full-colour slides and 4-page card folder for the Celebration Coupe. All contained in the correct JaguarSport white card folder. Pack VG . Contents Fine. Rarely seen as complete as this and in this condition. (e£30-40)

142. This press pack crammed into an envelope always amuses me – proof that even in the best-run organisations, things go wrong. You can imagine the conversation in the publicity department – "You ordered how many press packs?" "Good grief – we need at least another 100. Sort something out NOW!" (That is, of course, the expurgated version of the conversation). Rare. (e£10-15)

143. 1985 Report for Jaguar Salesmen. Celebrates the company's success in winning the 1984 ETC Championship and the launch of the XJR-5 IMSA campaign in the USA. General focus on Series 3 Jaguar and Daimler saloons, XJ-S and Daimler Limousine. Unusual. Fine. (e£10-15)

Posters

144. Jaguar showroom poster for the 1983 European Touring Car championship. Car no 1 in Motul livery cornering hard at Silverstone. Testing? Fine. (e£30-40)

145. Jaguar designer and free-lance artist Stuart Spencer's dramatic reworking of the image in Lot 144 above. Fine. (e£30-40)

146. Jaguar showroom poster for the 1984 European Touring Car championship. Shows three TWR XJS in line astern through the bends at one of the Italian circuits. Portrait format. A little edgy o/w VG. (e£30-40)

147. Jaguar showroom poster for the 1984 European Touring Car championship. Car No 7 pressing on at Monza. Landscape format. VG. (e£30-40)

148. An early Jaguar showroom poster of an XJR 6 in the dark green pre-Silk Cut livery. Rare thus. VG. (e£30-40)

149. A second early Jaguar showroom poster with a different angle on an XJR 6 wearing the dark green pre-Silk Cut livery. Rare thus. VG. (e£30-40)

150. The Jaguar team of XJS lined up in the pits at Monza before the Italian round of the ETC in 1984. A rather fine photo-print on canvas stretched on a wooden frame 40 ins x 30 ins. Just right for the garage wall! Fine. (e£30-40)

151. A Jaguar showroom poster celebrating their winning the World Sportscar Championship in 1987. Interesting image of the team's XJR 8 workhorse. Never quite sure whether this is a real wind-tunnel photo or some nifty work with Photoshop! Either way, it looks pretty good. Fine. (e£30-40)

152. Another celebratory poster for the World Sportscar Championship win in 1987. XJR 8 rightly features and in portrait format this time. VG. (e£30-40)

153. The first of two showroom posters from the IMSA championship in the States. Not too sure of the date, but Goodyear were awarded the Jaguar contract in 1990. VG. (e£30-40)

154. This poster celebrates Jaguar's win at the Daytona 24-hour race in 1988. VG. (e£30-40)

155. Large mounted full-colour action photo of the Castrol Jaguar crew running a pit stop of car no 61 in the 1990 IMSA season. Not sure which track 14 x 11. Fine. (e£20-30).

156. Davy Jones discussing welfare matters with the PTA? Or perhaps not. This poster was published by Budweiser Beer in the USA to celebrate Davy's magnificent six IMSA wins in 1991, when Jaguar was sponsored by Budweiser under their "Bud Light" brand. Definitely an improvement on the usual pretty staid car showroom posters of the era! One to brighten up your garage? 36 x 23. VG to Fine. (e£15-20)

A Miscellany

157. 1990 IMSA Miscellany. A copy of House Concurrent Resolution No 64 of the Indiana General Assembly congratulating the team on their First and Second place in the 1990 Daytona 24 Hour race. TWR pen and stickers. Copy of XJR magazine special issue for the Daytona victory. (e£10-20 the Lot).

158. Two pairs of pit crew shorts from the 1990 IMSA Season. Made by "Exquisite Design" in the States. Castrol/Jaguar logos on right front pocket and left hip pocket. 34 ins waist. One worn and faded - Good The other unworn spare pair – Fine. (e£20-30)

159. JaguarSport Momo steering wheel. NOS and out of production. Seldom seen on the open market. Fine (e£150-200)

160. A pair of cam cover plaques for JaguarSport V12 engine. No clear whether these are NOS or reproduction. Sold as seen. Fine. (e£60-80 the pair)

161. TWR licence-holder and key fob from TWR Jaguar Northampton and licence holder from TWR Oxford at Cumnor Hill, Oxford. Unusual. Fine. (e£20-30)

162. Brolly's like this original Silk Cut Jaguar merchandising offering are not seen around these days. VG. (e£40-50)

163. An aspect of TWR that often slips people by. After their huge success with Jaguar in the late 1980s and early 1990s. In 1995, TWR developed their XJR-14 into the WSC-95. Powered by the Porsche Type-935 turbocharged Flat-6 engine, it was intended to run in the US IMSA series but a change of rules put a stop to that. Two cars were eventually built and run by the Joest Racing team, scored Le Mans victories in 1996 and 1997. This model is the 1997 car. Mint Boxed. (e£20-30)

164. Couldn't resist this one when it was offered for sale. Pretty well sums up many a late-night session in the pubs and restaurants around Banbury! Unusual. Fine. (e£20-30)

NOTES

SECTION E - JAGUAR COMPETITION

General items with a significant competition connection are listed here. Other sections with a more specific competition element are Section D (TWR and JaguarSport), Section F (Le Mans), Section G (Sports Racers) and Section U (XJ220).

Rarities and Curios

165. "Challenge Me the Race" - Mike Hawthorn's autobiography. Signed by Mike. The signature carries my personal guarantee of authenticity (there are forgeries out there). The coverage is from Mike's earliest years to the end of the 1957 season. Deals with his principal drives for Jaguar including the fateful race at Le Man in 1955 as well as his time with Ferrari. There is the usual page-browning inside the front and back covers otherwise both the book and the d/w are in exceptional condition. One of the best copies I have seen in a very long time. VG to Fine. (e£500-600)

166. Win Percy's parade suit for the Jaguar Racing F1 era. Made by OMP in Italy. Main sponsor was HSBC bank and there is a shopping list of other sponsor's logos too. Win did not drive but was a key member of the publicity and support team. VG (e£400-500)

167. A boxed set of six Roy Nockolds' table mats as presented to George (Bobbie) Parkes by Jaguar to celebrate his 8th place in the 1959 Monte Carlo Rally. The box is oak with a Jaguar horn-push set into the lid. The contents are the standard six Nockolds images of Jaguar's competitive triumphs in the 1950s. On the front of the box is a sterling silver plaque engraved - "To G. H. F. Parkes esq. From Jaguar Cars Ltd. In appreciation of his fine performance in the 1959 Monte Carlo Rally". A unique piece celebrating a fine run by one of the most consistent of the 1950s rally drivers. The box and contents show only light wear and are in Fine condition. (e£500-550)

168. One of Davy Jones' helmets for the 1990 IMSA season. Made by "DJ Mfg". Simpson visor, no other sponsor logos. Has Snell Memorial Foundation certification sticker inside. Size 7 ¼. US driver Jones served his apprenticeship in British Formula 3 racing in the early 1980s and he was a contemporary of Ayrton Senna. He shifted to endurance racing in 1986, winning at Watkins Glen mounted in a BMW GTP. He won the Daytona 24 hrs in the 1990 IMSA GTP series in the XJR-12, along with Jan Lammers and Andy Wallace. In 1996, he won Le Mans driving the TWR Porsche with Manuel Reuter and Alexander Wurtz (see also Lot 163). This helmet is a rare memento of a superb driver and only the second I have seen from his Jaguar years. VG. Rare. (e£700-800)

169. Danish driver John Nielsen's helmet for the 1990 IMSA season. Nielsen was a team regular for TWR from 1987 to 1991 and his star drive was his Le Mans

victory in 1990 driving an XJR-12 with Pierce Cobb and Martin Brundle. He was also second at Daytona in the IMSA GTP series. Nielsen has inscribed this helmet to his Kiwi mechanic Mark Freeman "To Mark. Without you no dry party. Thank you for 1990. John Nielsen". (e£700-800)

170. 1965 Jaguar Press Pack on 'New Coventry Climax 16 Cylinder 1.5 litre GP Engine'. A French language publication from the Coventry Climax Press Office (part of Jaguar Cars) with an embargo label dated Wednesday, 17th February 1965. Heavy black card cover. 8 ins x 13 ins. Contents include: A brief history of Coventry Climax involvement in competition (3 pages); Why 16 Cylinders? Review of the factors that governed the concept of this engine (five pages); General Description of the Engine. (6 pages) Illustrations are: A cut-away drawing of the engine. Comparative power curves for the 1962 V8, the 1964 V8 and the 1965 flat 16 engines. Comparative silhouettes showing relative sizes of the V8 and the flat 16. A three-quarter front b/w photo of the engine. Heartbreakingly, this item is accompanied by a two-page Jaguar Cars Press release (also in French), with the same embargo date, announcing the withdrawal of Coventry Climax from competitive racing. All that work by some of the finest motive power engineers in the world straight down the pan! But what a glorious history Coventry Climax had on the track. A table in the Introduction notes that for the six years between 1958 and 1964, the record looks like this: Coventry Climax (powering Cooper, Lotus and Brabham) - 34 World Championship wins. Ferrari - 14; BRM - 9; Vanwall - 6; Porsche - 1. Not bad for a company whose bread and butter products were fire pump engines and fork-lift trucks! Apart from slight rubbing from the cover on the first page, this item is in Fine, near Mint condition. A rare and historic set of papers from an often-forgotten phase in the Company's history that truly marked the end of a motor sport era. (e£100-125)

171. Standard set of six table mats contained in an oak case with a Mark 1 horn-push set into the lid. Each mat shows one of Nockolds' images of Jaguar's competition successes in the 1950s. They are as follows: Le Mans 1951; Montlhéry World Record Run 1952, Le Mans 1953 (two images, one daytime and one night-time), Rheims 1954, Le Mans 1957. This set is quite the finest I have ever seen. The brown baize lining is unmarked. The tissue sheets separating the mats are all present and the mats themselves show no sign of use. A desirable set. Fine. (e£300-350)

172. 'Jaguar Proves It'. 8 pp booklet. 10 x 8. Produced by Shell to celebrate their contribution to the 7-day record-breaking run by the production model XK 120 fhc reg. no. LWK 707. That run took place at the Montlhéry track near Paris in 1952. The car is now in the Jaguar Heritage collection. The cover of the brochure shows that striking image of the car running high on the banking as dawn breaks. Fine. Unusual. (e£40-50)

Books

173. "Touch Wood" by Duncan Hamilton. Published by Barrie and Rockliff in 1960. First Edition. 5.5 by 8.5 inches. 229 pages with 59 excellent b/w photos. Red cloth with white titles on spine. Duncan Hamilton's superbly atmospheric autobiography from a period when motor racing was fun, even at the international level. He raced with and against all the great names of 1950s motor sport, and the cast of characters in this book includes Fangio, Ascari, Villoresi, Castellotti, Moss, Hawthorn and Peter Collins. The cleanest copy I have seen in many a year and appears to be unread. Only a slight age-browning of the first three pages and a minor ding on the spine prevents a Mint grading. Dust-wrapper still retains the price (25s net). Fine near Mint and exceptional in this condition. (e£50-75)

174. "Touch Wood" by Duncan Hamilton. The "new" 1990 edition published by Duncan Hamilton & Company (Byfleet). 7.5 x 10. 168 pages with 59 excellent b/w photos. Duncan Hamilton's superbly atmospheric autobiography from a period when motor racing was fun, even at the international level. This is not just a reprint; it is fully updated by Duncan, edited and extended by Doug Nye assisted by Lionel Scott. Includes new chapter "Reflections" reviewing the 30 years since the first edition was published. **Signed by Duncan Hamilton.** New Introduction by Adrian Hamilton (Duncan's son). Introduction signed by Adrian Hamilton. SI chip on back of d/w otherwise book and d/w are both Fine. (e£50-75)

175. "The Motor Racing Merchants" by Anthony Pritchard. Leslie Frewin of London. 1976. 7.5 x 10. An intriguing review of the sport from the 1920s forward with the prime emphasis on the post-war years. Ecurie Ecosse carry the Jaguar banner and it is very interesting to read the accounts of their competitors. Fine/Fine. (e£15-20)

176. Jaguar Sports Racing & Works Competition Cars to 1953 by Andrew Whyte. Haynes. 1982. 8.5 x 11. 415 pp. The first vol. of Andrew Whyte's award-winning duo. Researched from the Company archives while Andrew was working in the PR dept at Browns Lane. The depth of research that went into these two books has not been equalled for any similar work extending across so many years of the Company's competitive history. One of the seminal books in any Jaguar collection. Fine. (e£40-50.)

177. Jaguar Sports Racing & Works Competition Cars from 1954 by Andrew Whyte. Haynes. 1987. 8.5 x 11. 640 pp. The second volume of Andrew's masterwork begins with the D-type and the XKSS, continues with the racing E-types and concludes with a review of the early days of Group 44 Jaguar racing in the States and the TWR operation in UK. Jaguar-engines sports-racers such as Listers and Coopers gain a mention, as to the XJ13 and the Broadspeed saga. As always with Andrew, appendices are wide-ranging and comprehensive and there are over 1000 photos! Although dates in some respects by later research, these two volumes still stand at the heart of any worthwhile Jaguar library. VG (e£40-50)

178. Powered by Jaguar by Doug Nye. MRP. 1980. Covers four of the principal Jaguar-engined sports-racers of the late '50 - Cooper, HWM, Lister and Tojeiro. Cover laminate sl ripped but book VG near Fine. (e£20-25)

179. 'Motor Racing Drivers Past and Present' by 'Sallon' 1956. A superb book of cartoons by Sallon of the Daily Mail. 7.5 x 10. 68pp. Metal spiral binding. Published jointly by Shell-Mex and BP in 1956 to mark the 60th anniversary of the British motor industry. Naturally, given the era, the images include large number of Jaguar drivers: Hon Brian Lewis (Pre-war SS driver off-seen in the prototype SS 90 photo taken outside SS Cars HQ); Ian Appleyard (rally-master par excellence); Peter Whitehead (with Peter Walker, driver of the 1951 Le Mans-winning C Type); Ronnie Adams (winner of the 1956 Monte in a Mark VII); Desmond Titterington (of Ecurie Ecosse); Ivor Bueb ("Ivor the Driver" Jaguar Le Mans winner in 1955 and 1957); Duncan Hamilton (of course); Tony Rolt (of course); Mike Hawthorn (of course); Lt Col Goldie Gardner (of the XK engine speed trials at Jabbecke). These books are becoming scarce as many have been dismantled so the individual prints can be mounted and framed. Some age-browning of the cover and elsewhere. This is chemistry in action, not neglect. The wire binding is totally rust-free. Unusually, this copy still has the clear plastic overlay protecting the cover. VG. (e£40-50)

180. Historic Car Racing No 3 by Rob de la Rive Box. Motorstory, Lausanne. 1983. Review of the 1983 season track by track. Special 16-page full-colour section on Jaguar cars. VG. Unusual. (e£10-15)

181. "Jaguar – Motor Racing and the Manufacturer by Bob Berry" Pub by Aztex Corporation in Arizona in 1978. Paper-back. 94pp. 8 x 5. Text of illustrated talk given by Jaguar staffer and works driver Bob Berry to the San Francisco chapter of the Society of Automotive Engineers on 25 August 1976. A wide-ranging and fascinating review of a former works driver and tester who was a member of Jaguar staff and in the heart of Jaguar's racing programme in the golden decade of the 1950s. A unique perspective. Fine. (e£10-15).

182. "Jaguar – The Sporting Heritage" by Paul Skilleter. 2000. Virgin Publishing w JDHT. 256 pp 10 x 12.5. A large format book that shows off the superb photography to very good effect. Words are well-crafted and informed. From one of the leading Jaguar writers of today. Fine/Fine. (e£10-20)

183. "Jaguars in Competition" by Chris Harvey. Pub by Osprey in 1979. 208pp. 8 x 10. Gift inscription to previous owner of ffepp. o/w fresh and unmarked. Fine. (e£15-20)

Posters

184. Lyons-Charbonnieres Rally - March 1952. Original factory poster. Red and black printing.

Celebrating Jaguar's 1st, 2nd and 3rd places in the Unlimited Class. Comment at the foot notes that only 73 competitors finished out of 124 starters. 20 x 30. Bottom rh corner sl chipped. Top rh corner ½-inch tear repairable. V light surface creasing invisible from a distance of 5 feet. VG. (e£120-150).

185. "10,000 miles at 106 mph using Improved Castrol" – Castrol poster for March 1963 Mark 2 Record-breaking run at Monza. Edgy and w some creasing but rare. Good. (e£50-75).

186. A small Acropolis Rally poster from the fifth run in April 1957 that features a stylised XK 120. It measures 13 x 19 and these small posters very rarely survive. A rare poster and the first I have seen for the Acropolis in the best part of 30 years. It is in VG condition with only the horizontal mailing creases holding it below a Fine grading. (e£50-75)

A Miscellany

187. "Motor Sport" – September 1949. Cover photo of XK 120 race number 7 (Johnson) winning first time out at the Production Car Race at Silverstone in August that year. Peter Walker was second also in an XK 120. An historic race that served notice that Jaguar's extraordinary progress in motor racing during the 1950s had begun. Some cover rubs front and back (as usual) o/w VG. (e£10-15)

188. "Git out of my way!". Ford Falcon being pushed hard by a Mark 2. The trick here is to shove your Mark 2 bumper under the higher bumper of the Falcon in front and lift his back wheels off the road. The loss of traction can cause a spin (hopefully!). This was shot at Brands Hatch in the late 1960s and in the full-size photos the rear wheels of the Falcon are certainly spinning. 9.5 x 7 photo on 12 x 8 card mount. Mount bumped but photo VG. (e£10-15)

189. Coombes Mark 2 Regd no 8TPL cocking a wheel at Goodwood. Race No 118. Hand-written note on back says – "Chicane. Goodwood. R. Salvadori. Coombes Jag". 8.5 x 6.5. VG. (e£10-15)

190. The Lindner/Nocker Mark 2 that was so successful on European tracks in the early 1960s. WI-PL1 was their first racer and was followed by WI-PL 2 – "PL" for Peter Lindner" of course! 8.5 x 6.5. Leyland Cars stamp on back. Fine. (e£10-15)

191. A deeply poignant photo of Stirling Moss' father walking slowly towards Atkinson Morley Hospital in Wimbledon where his son still lay unconscious after his Easter Monday 1962 crash at Goodwood on the day before. A Keystone press photo with stamps and caption on back. VG. (e£10-15)

192. "Regulations for the Tourist Trophy Race of the Royal Automobile Club – 1951". 8-page booklet. RS. Manuscript notes on cover "15/Sep. Cover sl spotted. Good to VG. (e£10-15)

193. Competitor's car plaque for the 40th anniversary of anniversary in 1988 of the XK120 high-speed run at 132.6 mph in May 1949. VG. (e£10-15)

194. Poster for the 50th anniversary of the run in May 1999. Fine. (e£10-15)

Ecurie Ecosse

195. Ecurie Ecosse Jaguar D-type. 1957 Le Mans winner driven by Ron Flockhart and Ivor Bueb. 1:24 scale model by Historic Replicars. Signed by "J Haynes" – John Haynes, founder of the company. Fine. Rare. (e£175-200)

196. Ecurie Ecosse mechanics working on their D-types before the 1959 run of the "Race of Two Worlds" at Monza. Ron Gaudion is leaning into the car with Peter Mossman on his left. Stan Sproat stood on the right. Wilkie Wilkinson is sporting his white solar toupee at the next car with his back to the camera. 10 x 8. Unusual. VG. (e£10-15)

197. Ecurie Ecosse Transporter chassis drawing with title "Frame Assembly – Assembled by Commer Cars". Reference No – 3074832. Date obscured. Wide at 53 x 29. Side view at top. Plan view below. Part numbers shown for specific components such as pedal gear assembly, hydrovac, cab mounting brackets, etc. This came to me from the closing-down sale at Lynx and I was assured that this is the chassis on which the Ecurie Ecosse Transporter was built. Very rare, possibly unique. VG. (e£50-75)

198. "Ecurie Ecosse – The story of Scotland's international racing team" by David Murry. Stanley Paul. 1962. 183 pp. History of the famous team founded by David Murray and various keen amateur Scottish racers in the early 50s, which went to race internationally with Jaguar C Type and D Type, winning the Le Mans 24 hours two years in succession in the mid-50s. Drivers who raced for the team included Roy Salvadori, Masten Gregory, Ron Flockhart, Ninian Sanderson, Ivor Bueb, Jimmy Stewart, Ian Stewart etc. VG/VG. (e£40-50)

199. "Ecurie Ecosse. A Social History of Motor Racing from the Fifties to the Nineties" by Graham Gauld. Paperback. 11.5 x 8. 210 pp. Published privately by Graham Gauld Public Relations in 1992, Covers the glories of the 1950s as well as the revival of the team in the early 1980s by Hugh McCaig and Graham himself. They went on to win the 1986 World Manufacturers Championship for Group C2 cars. Draws heavily on private correspondence between Ecurie Ecosse and Jaguar cars. Fascinating! Fine and largely unread. (e£40-50)

200. A powder compact available to members of the Ecurie Ecosse Association in the late 1950s. The car depicted is the D-type that won the 1957 Le Mans. An unusual item that has seen some wear but is still a highly-collectable item for those interested in the Scottish team or Le Mans more widely. VG. (e£50-60)

201. An official Ecurie Ecosse tie. Made by Maddocks and Dick Ltd of the Royal Mile in Edinburgh. Polyester. Unworn. (e£15-20)

202. Original Ecurie Ecosse lapel pin from the late 1950s. Maker's name on back - "Kirkwood & Son" Sold by the EE Association. VG. Not seen very often. (e£40-50)

203. NOS Ecurie Ecosse car transfer. (e£10-15)

204. Five copies of "News from the Mews" the EE Supporters Association official magazine. Dates are December 1957 then in 1958 – May, July, September and October. Some RS o/w VG. (e£20-30 the Lot)

Jaguar Racing in North America

205. Programme of the seventh International Sports Car Grand Prix. Watkins Glen, September 1954. Results of 1953 meeting feature XK120s heavily including Walter Hansgen's victory in the Grand Prix in his C-type. VG. (e£10-15)

206. Programme of the eighth International Sports Car Grand Prix. Watkins Glen, September 1955. Results of 1954 meeting (above) again feature Jaguars strongly – C-types and well as XK120. This copy also includes a list of entrants, which makes for interesting historical reading. VG. (e£10-15)

207 A superb action shot of US driver Merle Brennan at speed in the Series 1 E-type he drove to victory in their first SCCA championship in 1964. 9 x 6.5. Brennan won 39 races from 42 starts in 1963-65. Not bad! Some spotting on front and old adhesive on back but a superb photo of a superb driver in high-speed action. VG. (e£15-20)

208. Jaguar press release announcing the SCCA divisional win by Bob Tullius in his V12 E-type. With one b/w photo. VG. (10-15)

209. V12 E-type racer from Bod Tullius' Group 44 team. A rather fine photo-print on canvas stretched on a wooden frame 40 ins x 30 ins. Just right for the garage wall! Fine. (e£30-40)

210. Two XJR-5 racers from Group 44 neck and neck at Daytona. Another photo-print on canvas stretched on a wooden frame 40 ins x 30 ins. Fine. (e£30-40)

211. Jaguar Press release celebrating the XJR-5. Three pages on the development of the car and one page of outline specs. Plus, photo celebrating the car's win at the Miami Grand Prix in 1984. VG. (e£10-15)

212. Group 44 XJR-5 at speed in this Camel advertising poster. Camel was the main sponsor of the IMSA race series for over 20 years. This is the reason why Jaguar never ran under Silk Cut livery in the States. VG. Unusual. (e£20-30)

SECTION F – LE MANS

Rarities and Curios

213. "Jaguar at White House – Le Mans 1953." A limited edition print from Nicholas Watts' painting of Hamilton and Rolt's progress to that fine C-type win – first time out. This is a signed print and it is the signatures that make it very special indeed. They are of four iconic Jaguar figures, three of them sadly no longer with us: Duncan Hamilton and Tony Rolt (drivers of the winning car), Stirling Moss (second in C-type no 17 – lying in third place here) and Lofty England (Jaguar Team Manager). The two other signatures are: John Fitch (third in a Cunningham) and Gigi Villorresi (Ferrari but did not finish). A unique and very special group of signatures that can never be repeated. (e£250-300)

214. Jaguar D-type. 1955 Le Mans winner driven by Mike Hawthorn and Ivor Bueb. 1:24 scale model by Historic Replicars. Signed by "J Haynes" – John Haynes, founder of the company. Fine. (e£175-200).

215. Le Mans programme for 1956. 5.5 x 9.5. Contents include several pages of colour ads in the centre, plus lap chart and time chart. Front cover creased w small tear at top and to right. Back cover rubbed and w small tear to the left. Internals are unusually fresh, clean and unmarked. RS. Full colour front and rear covers by Geo Hamm. Good to VG. (e£100-150)

216. Le Mans programme for 1957. 8 x 11. 96 pp. A special edition of the programme in the 50th Anniversary year of the race. This one is often overlooked as the format is so different to the norm. For Jaguar fans this is, of course a very important item in any collection marking the Ecurie Ecosse win that year - the last for a long and fallow period until the 1988 victory. Covers rubbed front and back. Geo Ham art on back cover. Cover Good, internals VG. (e£100-125)

217. 'ACO Cinquantenaire'. Book for the 1957 50th Anniversary of the Foundation of L' Automobile Club de L'Ouest, the organisation responsible for Le Mans 1957. 9.5 x 12. 127 pp. In French, of course, but a quite fascinating review, not only of the Club and its famous circuit, but also the history of the motorcar, which reaches back to the Cugnot engine in 1769. A major milestone was the first Grand Prix in 1906. Illustrations are by Geo Ham throughout, many in colour and with Jaguars featuring substantially towards the back. The heart of the book is a year-by-year review of races across the whole of the Club's area. The last 24-hour race mentioned is 1956, when the Ecurie Ecosse D-types were victorious. Large-format card-backed book. Cover is rubbed and spine is lacking at head and foot. Contents are VG nr Fine. (e£40-50)

218. "1990 LE MANS 24 HOURS" by Christian Moity and Jean-Marc Teissedre. Autotechnica for the Automobile Club de L'Ouest. 1990. 196 pp. The official record of the 1990 race with Jaguar's victory central. Covers the history of the race as well as all aspects of the race itself and the preliminaries – competitive and technical. Useful listing of all winners 1923-1990 at the back. Fine/Fine. (e£50-60)

219. One of my favourite Le Mans photos. This is a 1953 photo of C-type no 19 (Whitehead/Stewart) by Louis Klemantaski. Klem had his favourite spots around the circuit and Peter Whitehead had obviously spotted him on an earlier lap. This time round, he looks straight across the track directly at Klem, with a little smile of recognition. A perfectly timed shot by the best motorsport photographer of the era. Klemantaski stamp on back. 8.5 x 6.5. VG. Unique. (e£15-20)

Press Packs

220. Jaguar Press Pack for Le Mans 1984. One of the most significant milestones in Jaguars racing history as the Group 44 two-car team lined up in Jaguar colours to mark the company's return to Le Mans. They were the first Jaguars on the grid for 20 years since the efforts of the Lightweight E-types flickered and died in the early 1960s. Press release dated 7 June 1984 covers Group 44. Drivers. The XJ-R5. Jaguar's record at Le Mans. Photos of the three lead drivers – Tullius, Redman and Watson. Photos of cars – C-type, D-type and the XJR-5s that were first and second in the 1984 Miami Grand Prix. Also included is Jaguar's press bulletin No 5 giving details of press arrangements at the race and a copy of Jaguar Racing Review No 9, which announced the Group 44 entry as well as the TWR entry for the European Touring Car Championship. Very seldom seen let alone with such comprehensive contents.. Slight edge-browning on the pack. SL rust on the press release staples o/w Fine. Historic. (e£40-50)

221. Press pack issued for the 1988 Le Mans by Automobile-Club de l'Ouest, the organisers for the race which was won by Jaguar in their first victory since 1957. Team press packs are not difficult to find but this one is. Many pages of press releases including Statement from Mercedes dated 9 June 1988 about their withdrawal from the race following their high-speed blow-out in practice. Copy of race programme. Course records. Timetable for the event. Circuit map, "KID Agency" – official photographers. Full stat on cars and drivers. Qualification times. Flier from Le Mans Junior Chamber of Commerce and four-page leaflet in French about the resurfacing of the Mulsanne Straight, etc. Seldom seen and pack and contents are both in Fine condition. (e£30-35)

1980s Programmes

222. Le Mans programme for 1984. A significant milestone in Jaguars racing history as the group 44 two-car team lined up in Jaguar colours to mark Jaguar's return to Le Mans. Covers rubbed o/w Fine. (e£10-15)

223. Le Mans programme for 1985. The second step on the road to Jaguar's 1988 victory. A very nice touch is the Michael Turner painting of the Group 44 car from the previous year on the cover. Covers rubbed o/w Fine. (e£10-15)

224. Le Mans 1987. Official programme. 11 x 7.5. 82 pp. Internally clean and unwritten. Cover only v sl rubbed. VG nr Fine. (e£10-15)

225. Le Mans 1988 programme. Jaguar's victory year! Cover sl rubbed (as usual) o/w Fine. (e£15-20)

Books, Booklets & Magazines

226. "Le Mans 24 Hours" by Brian Laban. Virgin Books. 2001. 11 x 12.5. 256 pp. A hefty book which gives space for some excellent photography. Covers the Le Mans story from the early days to the Audi win in 2001. Year by year results at the back plus good index. A useful ready-reference. Unread book in VG dw. (e£20-25)

227. "Le Mans – The Jaguar Years, 1949-1957". 184 pp. A collection of race report reprints from a variety of magazines published by Brooklands Books. Coverage of each year begins with a race summary by Jaguar's then archivist Anders Clausager. Fine. (e£10-15)

228. "Jaguar Victory 1988" by Ken Wells. First Avenue Publishing. 1988. 125 pp. This book traces the story of the season from Florida to La Sarthe. Victory to famous victory culminating in the Le Mans win. Special features on some of the major personalities, background insights and technical detail, plus hundreds of colour photographs. Excellent listing of race stats at the back. Fine/Fine. (e£10-15)

229. "Jaguar Victory '90 by Ken Wells". Published by Haynes 1990. Covers similar ground to Lot above. Well-illustrated by mono and colour photos. Comprehensive text. Fine. (e£10-15)

230. 'Le Mans 1953 – the Story of a Great British Achievement' by D. J. Scannell. Motor Racing Publications Ltd. 1953. 36 pp. 10 x 8. Scannell was Secretary of the BRDC in the 1950s. This card-backed publication is an excellent review of the 1953 race; a particular feature being the superb photography including many shots of action in the pits. Rear cover torn at top and repaired o/w VG. (e£20-25)

231. "Moteurs Courses. Les 24 Heures du Mans 1952". The 22-page French magazine. June 1952. Has brown-tone shot of C Type race no. 20, leading the field away from the start and full coverage of the 1952 race inside. This is printed on newsprint and has survived in surprisingly good condition. There is minimal browning and staining and it is unfolded. VG nr Fine. (e£15-20)

232. Les 24 Heures du Mans by Henri Veron. Bibliotheque de Travail. Feb 1952. 24 pp. 6 x 9. A small paperback booklet in this lengthy series produced principally for older school children. This is No. 182 in the series. Quite well illustrated with some photos I have not seen before. An interesting addition to any Le Mans library. Good. (e£10-15)

233. Set of five French newspapers dated 11-13 June 1988 covering Le Mans and the Jaguar victory. NB French and English share much motor sport vocab. VG. Unusual. (e£10-15 the Lot)

234. Bound set of press cuttings on the Jaguar victory at Le Mans in 1991. Also, the C-type Cavalcade for the 40th anniversary of the 1951 win. Comb-bound A4. Produced by Jaguar's own Communications and Public Affairs department for internal use. Drawn from a very wide range of publications. Fine. (e£10-15)

235. "Britain's Greatest Le Mans – 1957". 6-page report on the race with his usual superb writing and insights by Denis Jenkinson. Pays tribute to Lotus' winning the Index of Performance as well as Ecurie Ecosse's overall victory. He also makes mention of the Ecurie Ecosse run south through the Alps immediately after their Le Mans victory to take part in the Monza 500 run the following weekend. A magazine extract. VG. (e£10-15)

Le Mans Miscellany

236. "The Cats are Back! Jaguar poster for Le Mans 1986. VG. (e£20-25).

237. Jaguar poster celebrating the Le Mans 1990 victory. Jaguar's 7th win overall. Fine overhead shot captures Jaguar's First/Second perfectly. VG. (e£20-25)

238. Official French poster for the 1991 Le Mans. Features XJR-12 no 4. Jaguars were in second, third and fourth position that year, but were denied victory by Mazda (of all things!). VG. (e£20-25)

239. Full set of four Onyx models of the 1990 Jaguar team. All are Mint and only taken out of their boxes for photography. (e£20-25 the Lot)

240. Mono photo of Car No 3 at speed in Car No 3 at Le Mans 1988. **Signed by Jan Lammers.** 9.5 x 7. Fine. (e£10-15)

241. Another mono shot of the same car in the same race, this time **signed by Jan Lammers and Andy Wallace.** This and Lot 240 above are both very odd as they actually won in Car No 2! Car No 3 was the Watson/Pescarolo/Boesel car. Fine. (e£10-15)

242. 100 Years of Dunlop (1888-1988) poster featuring Jaguar's 1988 Le Mans winners J Lammers/J Dumfries/A Wallace. Framed and glazed. Sl rippling o/w VG. (e£20-25)

243. Original French poster for the 1978 Le Mans Retrospective. Shows D-type. This event is the fore-runner of today's Le Mans Classic. Framed and glazed. VG. (e£30-40)

244. Le Mans, 10-11 June 1961. Table of entries for the race with chart for hourly placings. Some entries on the chart. Sl edge-browning. Good. (e£10-15)

245. A limited edition of an Andrew Kitson print celebrating Win Percy's four victories at the Le Mans Classic meeting 21/22 September 2002. Win is driving D-type XKD505, Mike Hawthorn's 1955 Le Mans mount. **The print is signed by Win, the artist and Norman Dewis**, Jaguar's chief test driver in the 1950s. Norman also drove a works D-type at Le Mans in 1955. Fine. (e£15-20)

NOTES

SECTION G - JAGUAR SPORTS RACERS - C-type, D-type, Cooper, HWM, Lister, XJ13, etc.

(NB– XJ220 is in Section U)

Rarities and Curios

246. A 1:12 scale AutoArt model of the D-type OKV 3 that won the Rheims 12-hour race in 1954. The first international victory for the D-type. The winning drivers were Whitehead and Wharton with the Rolt/Hamilton D-type in second place. Very impressive model with real "presence" at 13 inches long. Shown alongside for comparison of scale is a 1:24 Historic Replicars model of Mike Hawthorn's 1955 D-type. Since being established in 1998, AutoArt have set new and high standards with their 1:18 scale diecast model cars, a market which they expanded hugely. The detailing is quite extraordinary and they included a significant number of Jaguar sports racers in their 1:18 range (see below). Having conquered the 1:18 world, AutoArt have upped the ante once more with their range of 1:12 scale models. This is No 840 of (presumably) 1000 models created and is accompanied by an AutoArt "Certificate of Authenticity" to that effect. The model is long sold-out on the AutoArt website and examples rarely appear on the market. Mint and in its Fine original Box. (e£450-500)

247. The XJ13 model by AutoArt is the scarcest of their 1:18 scale Jaguar models. There was only one production run and it was not huge. As a result, these quite exceptional models carry a premium on the other AutoArt Jaguar models at this scale. Mint model in Mint box. (e£200-250)

248.. AutoArt 1:18 model of the Steve McQueen XKSS. As with all AutoArt products at this scale, the detailing is excellent, especially in the engine compartment. Even the colour is right with the very dark shade of brg that is almost black. See also Lot 58! Mint model in Fine box. (e£100-125)

249. AutoArt C-type in brg. Another of this company's quite exceptional 1:18 die-cast models. The detail is accurate and can be properly appreciated at this scale. The bonnet opens to show an equally well-detailed engine compartment. There is even a tiny fire extinguisher beside the passenger seat! A fine model in a VG box. (e£100-125)

250. Camera crew getting ready to cover Norman Dewis' demonstration run on 20 January 1971. The day ended badly when either a rear wheel or a tyre (or both) failed and the car flipped. Norman walked away – shaken but not stirred!. This is a photographic image produced for a display at some point. It is printed on canvas and stretched on a wooden frame 40 ins x 30 ins. Fine. (e£40-50)

251. Unpainted D-type (UKC401) at Le Mans for testing over weekend 8/9 May 1954. Tony Rolt was the driver. Another photographic image printed on canvas and stretched on a wooden frame 40 ins x 30 ins. Fine. (e£40-50)

C-type.

252 "The C-type Register" Compiled by Terry Larson. First Edition. 2001. Lists of the cars grouped under various headings and potted individual histories of each car. 8 x 11.5. 80pp. Published jointly by JDHT and Classic Jaguar Association. Mint. (e£30-35)

253 A superb hand-built C-type model by K&R Replicas. 1:43. Model No KR 22, the 1951 Le Mans winner. Mint in Fine box. (e£30-40)

254. Diecast 1:24 C-type model. Race No 18 and red trade plate 774 RW. The Rolt/Hamilton 1953 Le Mans winner. Some detail but no opening, bonnet and doors unlike the current generation of models. Makers name not shown. Fine. (e£40-50)

255. "The Jaguar C-type" by "John Appleton (pen name of Andrew Whyte). Profile Publications. c1966. 10 pp. One of the best potted histories of the car that I know. Andrew's words are well-informed, the photography is very well chosen and Tim Loakes' coloured illustrations inside the front and back covers are superb. Fine (e£10-15)

256 "That Exciting New Jaguar". 4-page report on C-type reprinted from the 13 July 1951 issue of Autocar. (e£10-15)

257. "Road Testing the Golden Gate Winner". 3-page road test of C-type from August 1953 issue of Road & Track. (e£10-15)

258. A Danbury Mint pewter model of the C-type. 1:43 scale. Fine. (e£15-20)

D- Type and XKSS

259. 1955 Jaguar D Type. 3,442 cc. 270 bhp @6,000 rpm. A superb limited edition (this is 135 of 250) cut-away print by Tony Matthews. 20 x 14. Signed by the artist in pencil. Tony Matthews was a specialist free-lance cutaway artist active from the late 1960s through to his retirement in 2003. He originally worked in the studios of the legendary motoring artist James Allington before moving on to Motoring News newspaper and Motor Sport magazine, then turning freelance in 1976. Like Gordon Crosby, Matthews combines the superb skills of a technical illustrator with those of a pictorial artist. Both are evident in this fine cutaway of the D Type which was created in 1986. Also evident is his trade-mark "bright" colours. Fine (e£20-30)

260. "Servicing Details for XK120 'D' Type". A Jaguar publication from the British Leyland years. I think this is the last of four different editions. A note inside the cover says it should be read in conjunction with the XK120/Mark VII workshop manual and that operations special to the XK120 D are covered in detail. These include - removing and replacing the cylinder head, engine and gearbox. There are no diagrams as in the XK120/Mk VII manual and presumes that if you are driving and/or servicing a D-type, you will probably not need a diagram of the dash with a little arrow pointing to "Rev Counter"! Cover is rubbed and marked front and back, but the internal are fresh and clean with few of the oily finger-marks often found in such books. Good. (e£75-100)

261. No fewer than 15 individuals inspecting a D-type, including the inevitable school-boys. I have never seen this photograph before and there is no indication on the back of the date or the occasion. There may be a clue in the large photo on the easel at the back, which shows two cars snaking through the "Esses" at Le Mans. There is also what may be a trophy of some sort in the lower left corner beside the boy's right elbow. Fascinating! Fine. (e£15-20)

262. For schoolboys like me in the 1950s, there were two delights – Jaguar's winning everything in sight and the appearance of my Eagle comic every Wednesday. Double delight was the appearance of a Jaguar in Eagle. This is one such delight. It is a complete copy of the issue for 3 June 1955 and features a double-page cut-away of the D-type by technical artist Hubert Redmill who contributed no fewer than 39 different cutaways to Eagle. Some page browning and rubber stamp in the right cover margin o/w VG. (e£20-25)

263. "Jaguar D-type and XKSS" by Graham Robson. Osprey. 1983. 7.5 x 8.5. 136 pp. A very workmanlike offering in Osprey's "AutoHistory" series. Well-written, informed and well-illustrated. Includes chapter on E2A, Lightweight E-types and XJ13. 11-page annex on Specifications. Fine/ Fine. (e£20-25)

264. "Jaguar D-type & XKSS" By Andrew Whyte. Haynes. 1983. 8.5 x 11. A most useful book in Haynes' "Super Profile" series. The standard layout of these large-format books makes them ideal "quick reference" material. I have the full set of Jaguar titles and they are well-used. Some browning under the laminated cover (as usual) o/w Fine. (e£20-25)

265 Western Model D-type. 1:43 scale. The 1955 Le Mans winner. Unboxed. Screen and steering wheel both present, windscreen discoloured by age - as usual. Unmarked. Fine. (e£40-50)

266 Jaguar Journal Volume 3, no 5. May 1957. This is the magazine of the Jaguar Owners' Association in New York, not the Jaguar in-house magazine. Front cover has photo of Prince Philip in an XKSS.

An editorial piece inside quotes Norman Dewis after several laps of the MIRA track with the Duke driving for a short stretch when he topped 100 mph. Also includes internal report on XKSS competition performances in the US. Copies of this magazine from the 1950s are rare. VG. (e£10-15).

267. "Cars in Profile – Jaguar D-type" by John Appleton. This is one of the larger yellow-topped booklets not the more common green covered booklets. John Appleton is a nom de plume of Andrew Whyte so the words are well-informed and the many [photos are beautifully complemented by Tim Loakes' full-colour illustrations. VG (e£10-15)

268. Motor Racing. June 1954. Cover shot of the unpainted D-type prototype under test at Silverstone (in the wet!) by Jaguar works driver Peter Walker. Inside there is a captioned photo of Bill Haynes sat in the car at Browns Lane. SL creasing of the cover o/w Fine. (e£10-15)

269. Autosport 11 February 1955. Contains John Bolster's test and review of the D-type OKV 1. Article illustrated by photo of the car outside Duncan Hamilton's Showroom in Byfleet. Original copy of the same photo, by Patrick Benjafied, accompanies the magazine. (e£15-20)

270. Autocourse Vol VI, No 2. May 1956. Has cover photo of D-type round the back at Browns Lane. Car also features in race coverage. (e£40-50)

271. Autocourse Vol VI, No 5. August 1956. Cover shot of three D-types in line astern at the Reims 12 Hour race. A D-type was also in fourth place for a whitewash. (e£40-50)

272. "Road testing the D-Jaguar" - 2-page road test of D-type from May 1956 issue of Road & Track. (e£10-15)

273. "The Le Mans Jaguar 1955" – 2-page article on the D-type reprinted by Jaguar from the 10 June 1955 issue of Autocar. Sl vertical mailing crease. Front cover rubbed. Good (e£10-15)

274. "The D-Type Jaguar" – 6-page article reprinted by Jaguar from the 3 September 1954 issue of the Autocar. RS. (e£10-15)

275. "The D-Type Jaguar" 6-page report by Robert Neil reprinted from Vol V, No 5 1956 issue of Auto Course. Very detailed and well-illustrated. Edgy to right. Rare. Good. (e£15-20)

276. "Road Test Jaguar" - 3-page road test of D-type from August 1957 issue of Road & Track. (e£10-15)

277. A Danbury Mint pewter model of the D-type. 1:43 scale. Fine. (e£15-20)

Racing E Types

278. Left Blank

279. Motor Racing. October 1964. Full colour photo of Dick Protheroe leading in the Brands Hatch August Bank Holiday meeting. Graham Hill is ready to pounce in his Ferrari and he went on to win. Covers rubbed as usual o/w VG. (e£10-15)

280. "Jaguar New Competition Car" – 4-page article on the E2A, the link between the D-tripe and the E-type. Reprinted by Jaguar from the 24 June 1960 issue of Autocar. Fine. Rare. (e£10-15)

281. Single duplicated foolscap sheet from David Cottingham offering the Lumsden/Sargent 1964 Le Mans low-drag Lightweight, 49 FXN, for sale at £3000. A little edgy and wanting a one-inch triangle from top r/h corner. Unusual. VG. (e£10-15)

282. Preliminary card flier for Coys sale of Briggs Cunningham's Lightweight E-type, 5115 WK on 14 Feb 1990. Includes note and photos of Grossman's bump on the Mulsanne Straight when his brakes failed and the subsequent efforts of the pits to return to the race. Which they did to clinch 9th place overall, win their class, be the top British finisher and be the last Jaguar to compete at Le Mans for 22 years. Interesting. Fine. (e£10-15)

283. Side-on shot of Low-drag Lightweight Regd No 49 FXN at speed on the Brighton Speed Trials. 9 x 6. This is the Lumsden/Sargent car. Guy Griffiths stamp on back gives date as 12 Sep 1964 and the driver as M Wright. A rare contemporary photo. Fine. (e£10-15)

284. 49 FXN at Brighton again. Low front left shot. Guy Griffiths stamp on back but no details of date, driver, etc. 9 x 6. Serial no is 87/941 and the photo above is 87/901, so probably the same meeting. Fine (e£10-15)

285. 49 FXN at Brighton again. Guy Griffiths stamp on back but no details of date, driver, etc. 9 x 6. Serial no is 87/451 so possibly a different meeting Fine (e£10-15)

286. Lightweight regd no 898 BYR in FHC form at unknown location on unknown date. The Lumsden/Sargent Le Mans 1962 car. Manuscript note on back "1962". 7 x 4.5. Fine. (e£10-15)

287. Lightweight E-type at Silverstone 11 May 1963. Graham Hill driving. 8 x 6. Editorial markings on back in two hands. Fine. (e£10-15)

Broadspeed XJ Coupe

288. Dramatic full-colour Jaguar poster for the Broadspeed XJC Racer. Low-level shot. Edgy and w some creasing, but seldom seen and a most striking image. Good to VG. (e£50-60)

289. Broadspeed XJ Coupe at rest in the pits area. 8 x 6.5. Neg no 264771. Photo from the launch pack and bearing the embargo date 23 March 1976. Not often seen. Fine. (e£10-15)

Lister-Jaguar

290. "Archie and the Listers" by Robert Edwards. Patrick Stevens Ltd. 1995. 6 x 10. 248 pp. A tour de force that is not only a unique record of Archie and his cars, but also of Brian Lister and the company he built. Jaguars feature throughout. Of the 56 cars listed in the production records, 22 were powered by Jaguar engines. The book was rightly awarded the Classic and Sportscar "Book of the Year" prize in the year of publication. I read and re-read my own copy on a regular basis and keep spotting something new. Previous owner's signature on free front end-paper o/w a Fine book in a Fine d/w. (e£20-25)

291. The 28-page brochure produced for the sale of Lister "Knobbly" BHL 102 by Mecum at Monterey in August 2017. This is the Cunningham car and the brochure is well-illustrated with photos of the restored car as sold plus several contemporary photos of the car in action in the late 1950s. Useful history of the car with a two-page race record from March 1958 to October 1960. The car was unsold on the day. Fine. Not seen very often. (e£20-25)

292. Notification of sale by tender of the Costin space-frame car WTM 446 that ran at Le Mans in 1963. 4-page card folder advertising the sale held by H&H in September 2008. (e£10-15)

293. "Lister Jaguar". John Bolster test reprinted from the 18 Oct issue of Autosport. VG. (e£10-15)

294. "Let loose with the Lister" Three-page road test report of MVE 303 from Autocar, 1 Nov 1957. Rust marks at top from old paper-clip o/w VG. (e£10-15)

295. A Danbury Mint pewter model of the Lister "Knobbly". 1:43 scale. Fine. (e£15-20)

HWM-Jaguar

296 HWM-Jaguar – 4-page reprint of John Bolster Road Test for Autosport, 1 Apr 1955. Also, letter to renowned American brochure collector J. L. Elbert, regretting that no catalogues are issued for the car. Dated 26 July 1956 and signed by George Abecassis. Fine. (e£15-20)

297. "The HWM Story" 10-page report reprinted from March 1956 issue of Auto Course. With compliments slip from "H. W. Motors Ltd". Creased. Rare. Good. (e£10-15)

XJ 13

298. Dinkum Classics XJ13. 1:43 scale. Unboxed. A very rare Australian model. Screen, engine cover

and headlight covers all present and age discoloured. Steering wheel also present. Dusty but will clean up well. Unmarked. Fine. (e£50-60)

299. Fine full-colour reproduction of John Hostler's highly-detailed and superbly crafted cutaway drawing of the Jaguar XJ13. 24ins x 12ins. This first appeared in black and white in Autocar magazine on the 12th July 1973, then again on 1st May 1974 in Classic Car, this time painstakingly hand water coloured as illustrated here in its final form. John Hostler was a technical artist active from the 1950s through to the 1970s, working principally for Autocar. This high-quality gicleé canvas print was created using a very high definition image taken directly from John Hostler's original master drawing. This copy is ready for mounting and is signed by Norman Dewis who was the Chief Test Driver for the XJ13 and Peter Wilson a member of the build team. Fine. (e£80-100)

300. "Jaguar's Secret Sports-Racer to be Unveiled at Silverstone" British Leyland press release dated 4 July 1973. 3-pages including a page of outline specs. Plus one b/w side-on photo of the car in the Browns Lane car park. The first public announcement of the existence of the XJ 13. Fine. Historic. Very rare. Fine. (e£20-25)

301. "La Jaguar XJ13 – Un prototype a moteur central". 4-page press release on XJ13. Brief recap on the XJ13 story and 2 pages of specs. Dated March 1976 and reports pending appearance of the car at the Geneva Motor Show that year; the first time it had travelled abroad. In French from British Leyland Switzerland. Very rare. Fine. (e£15-20).

302 US Jaguar press release on XJ13. 4-page technical description and specs plus single mono photo. The car was in the US in 1992 so this might have been linked. Fine. (e£10-15)

303. XJ13 posed round the back at Browns Lane. A Jaguar photo. 8 x 5. Fine. (e£10-15)

304 Close-up of the r/h side of the engine taken through the Perspex cover. Series 1 XJ in background. Stamp of French photographer on back. Fine (e£10-15).

305. Car roped off and on display at an unidentified venue. Stamp of French photographer on back. Fine. (e£10-15).

306. XJ13 at rest beside track at MIRA. Before Norman Dewis' horrific accident. Mono photo. 8 x 6.5. Fine. (e£10-15)

307. A Danbury Mint pewter model of the XJ13. 1:43 scale. Fine. (e£15-20)

SECTION H - HARDWARE

Rarities & Curios

308. Not strictly "Jaguar" but I know these watches do find favour amongst the Jaguar fraternity. This is a gentleman's Rolex Oyster Perpetual Day-Date watch. 18k yellow gold. Automatic. 36mm in diameter. Fitted with 18k yellow gold President bracelet with crown clasp and spare link. White gold Day-Date dial has yellow gold 'baton' hour markers with matching hands and Rolex crown at 12 o'clock. 18k yellow gold fluted bezel. Sapphire crystal glass with Cyclops lens over the date. Model No: 18038. Year: 1978

The Rolex Day Date has become synonymous across the world with class and style. The exclusive President bracelet with its semi-circular three-piece links was created in 1956 for the launch of the prestigious Oyster Perpetual Day-Date. The bracelet is still reserved today for the Day-Date. As here, it is always fitted with Rolex's elegant concealed clasp. This watch has been used and worn over the years. However, the crystal is unmarked and the movement is running smoothly. It has been boxed for three years and was serviced just prior to that. With Rolex box but a later date than watch. No papers. Notwithstanding its age, this watch is virtually unmarked – see photos. Overall condition is Fine. (e£4800-£4950)

309. A superb Jaguar showroom sign from the late 1940s/early 1950s. Made of black Perspex, metal-framed and with metal lettering and winged Jaguar logo. 34 x 18 in size. This is the very rare double-sided version for hanging in the centre of a showroom rather than against a wall. Both sides have sl marking as is typical of this 70-year old sign. The chrome-plated metal surround would also repay new plating. Seldom seen and in VG condition with potential for Fine. (e£750-1000)

310. A magnificent matching pair of 18k gold pens – a fountain pen and a ball-point pen. Each pen cap is fitted with a beautifully-cast Jaguar head with diamonds set as the eyes. The fountain pen is fitted with an 18k gold nib by Cross. The ball-point pen is marked "750" (the metric mark for 18k purity). The fountain pen is unmarked. The pens are accompanied by a signed certificate from the prestigious goldsmith and jeweller Michael Platt (see www.michaelplatt.co.uk) confirming that both pens are "18 ct Yellow Gold" and that both are set with "small Diamond Eyes." This is a superb set and, as far as I have been able to establish, a unique pair. They were almost certainly specially created as a personal presentation set. Both are in Fine condition. (e£500-600)

311. Jaguar factory ashtray with the original Version 1 mascot. These mascots were introduced in 1938 for fitting on radiator caps and discontinued in 1951 when the Mark V went out of production and radiator caps disappeared under the bonnet. This ashtray therefore only appeared for a short time in the early 1950s and is much rarer than the one with the Version 2 mascot

that followed in 1955. This particular example is in exceptional condition and has been little used. The mascot and its mounting virtually unmarked and the ashtray itself has only the lightest of "flecking" from hot ash. Very Fine and rarely seen in this condition. (e£250-300)

312. A genuine Lejeune Jaguar mascot. Produced by the Lejeune company in England and bearing the company's distinctive touch mark on the underside of the base. Like all Lejeune mascots apart from a handful of special commissions, it is cast in bronze. This particular example is chrome-plated and is fresh and unmarked and would appear never to have been mounted on a car. The company was established in 1910 as AE Lejeune (AEL) by Emil Lejeune and his wife Augustine. Emil's son, Louis, took over in 1933 and renamed the company "Louis Lejeune Ltd". It was based in London until 1978, when it was bought by the sculptor Sir David Hughes who moved it to Cambridgeshire where it is still based. When Sir David died, his son Timothy took over and he remains at the helm of one of the few surviving companies in UK that still specialise in very high-grade mascots with one-off commissions and low production runs. Fine and seldom seen thus. (e£250-290)

313. An exceptional example of the 1950s "roller" blotter presentation piece from the Factory. The walnut veneer top is the same veneer used in the Jaguar saloons of the era. Of especial note is the superb cast bronze Jaguar head. This is the only factory item I am aware of that bears this particular casting. One or two have been seen on other items, but I suspect those were private enterprise using heads "mis-laid" in the factory or removed from faulty pieces. This one shows some slight wear but is in Very Good condition overall. (e£200-250)

314. A Factory presentation cigarette/cigar box from the 1950s and made of the same walnut veneer at Lot 313 above. 10.5 x 6 x 3.5. A metal Jaguar winged logo is mounted on the front, possibly silver but not hallmarked. Sl wear but has clearly not seen much use. Unusual. Fine. (e£125-150)

315. The last of the three walnut veneer entries. This is a Ronson lighter in a walnut veneer case from the 1950s. Has small chrome pin of the Version 1 mascot on the front. VG. (e£75-100)

316. An imposing leaping Jaguar forecourt sign. A shade under 9 foot long, White with black outlining. In plastic and a one-man lift. From the 1980s. This one has been used externally and would benefit from tidying up. Good with potential for VG. (e£200-300)

317. Set of 6 place mats in oak box, each mat has a Roy Nockolds image of a Jaguar competition success in the 1950s. They are: Le Mans 1951; Monthléry World Record Run 1952, Le Mans 1953 (two images, one daytime and one night-time), Rheims 1954 and Le Mans 1957. Mats generally VG but two are noticeably marked. Box VG. (e£75-90)

318. A superb silk scarf with hand-rolled edges designed for the Jaguar Drivers' Club by artist Dexter Brown. 31 inches square, these were produced in the late 1970s and were available in four colours – gold (as here), red, white and blue. It features the SS 100, XK120, Series 3 E-type and Series 1 XJ. Dexter's "signature" is between the SS100 and the XJ saloon. He had a long association with Jaguars and owned a very special XK 120 indeed (OKO 242) that was timed at 153 mph in one-way run through the flying kilometre and 25.8 seconds for the standing kilometre! This scarf is an unusual item both for collectors of Jaguar automobilia and fans of Dexter Brown's art. Fine. (e£75-95)

319. A leather desk-top blotter set. Made in-house at the Jaguar with the steering wheel badge of the early XJ saloons inset at the top. Opens to left and right with blotting paper in the centre and two side flaps for other papers. 24 x 20 opening to 48 x 20. Used but in Fine condition. Unusual. (e£50-75)

320. A small collection of four key fobs from the 1980s – one from the Jaguar Drivers' Club and three generic Jaguar fobs – two are mounted on leather-cloth; two are not. All have seen wear. Interest in these older key fobs is growing. Good to VG. (e£30-40)

321. An interesting bronze copy of a Version 1 mascot with a nicely-developing patina. 8 inches long, it has no base at the back for the rear legs to stand on. Instead, a threaded hole has been drilled into the rear feet and another into the chest. This may have been used as a handle of some sort but on what is a mystery. No good as a door handle as there is not enough space underneath for fingers. Too large and heavy for a tray or similar. Answers on a postcard please.... Fine. (e£40-50)

322. Slinky cat - a modern take on the Jaguar mascot! Solid brass, 11.5 inches long and heavy in the hand. Definitely one for the display cabinet and not the bonnet! Fine. (e£150-200)

323. A Version 3 chrome-plated Jaguar mascot. This is the small mascot less than 5 inches long. Curiously, the smallest mascot was fitted only to the largest Jaguars – the Mark 10 and 420G. Fine. (e£15-20)

324. A pair of very unusual bronze castings of the Jaguar mascot. These were only ever seen fitted as handles to the showroom tray used in the dealerships in the 1950s and 60s. The first pair I have seen detached from the tray for several years. Important for collectors of the Jaguar mascot in its many forms. (e£50-60)

325. Version 2 of the Jaguar mascot. Maker's ref. no. stamped between front legs 7/10091/1 WBB. Mounted on counter-balancing aluminium slab. Good. (e£25-30).

326. A "mock croc" presentation cigarette case. Engraved message on the inside of the lid "With every good wish for Christmas and the New Year from Jaguar Cars Ltd". On the cigarette clip are engraved four initials "JALB", presumably the recipient. Unusual. Fine. (e£25-30)

327. A very unusual item. This is a dummy clock with no workings but celebrating the Jaguar V12 engine. An apprentice piece perhaps? Fine. (e£15-20)

328. A new and unused Thor copper and hide hammer. To knock off wire wheels spinners on the likes of D-types, C-types, Lightweight E-types as well as such production cars as the E-type and the saloons of the 1950s and 60s. One for the concours entrant? Mint. (e£30-40)

329. Square 3 x 3 plastic and metal badge of the now closed Jaguar Car Club. A "Rename!" badge in its original box. This was the final version of the Club badge offered not long before the Club closed so few were sold. Fine and in original box. Rare. (e£40-50)

330. Square 3 x 3 plastic and metal RAC badge with leaping Jaguar at the foot. From the time when RAC membership was offered to buyers of new Jaguars. Fine. (e£30-40)

331. Early square 3 x 3 plastic and metal badge of the Jaguar Enthusiasts Club. A "Rename!" badge in its original box. Fine. (e£40-50)

332. Later oval metal and plasticised badge of the Jaguar Enthusiasts Club. Fine. (e£30-40)

333. Elegant modern presentation box as used by certain Jaguar dealerships to present car keys to new owners. 10 x 6.5. Supplied with two key fobs. Box and key fobs all mint. Unusual. (e£30-40)

334. Circular dish by Wedgewood with leaping Jaguar. 4.5 inches in diameter. Fine. (e£10-15)

335. A Jaguar tie. I have not been able to pin this down. The seller stated that these ties were used by Jaguar salesmen in the 1980s, but I have not been able to verify this. Others say it was a merchandise item from Jaguar Collection; again, no evidence. Take a punt and continue the research! VG. (e£10-15)

336. Jaguar hold-all in heavy-duty nylon. 27 x 14 by 17 tall. Two large end pockets. Shoulder strap. Fine. (e£20-25)

337. A large display cabinet for the Danbury series of pewter models of Jaguar cars. This is for the original series of 12 models - SS1. SS100. Mk V, XK120, C-type, D-type, Mk VII, Mk 2, Series 1 E-type fhc, 420G, XJ40 and XJS convertible. Fine. (e£40-50)

338. A smaller display cabinet for the Danbury series of pewter models of Jaguar cars. This is for the second series of 6 models – XK 150 fhc, XJ13, XJ220, XJ12C, Lister Knobbly and XJR9. Fine. (e£30-40)

339. A second small display cabinet for the Danbury series of pewter models of Jaguar cars. This is for the third and final series of 6 models – X300, Mk VIII, SS Airline, XJ6, XKSS, SS 90 and XJR 5. Fine. (e£30-40)

340. Metal Jaguar tool box for fitting inside the spare wheel of saloons in the 1950s and 60s and early E-types. Contains only grease gun, ratchet for jack, spark plug and 11/12-7/8 spanner. Tools are Good. Case requires renovation so Good with potential for VG. (e£30-40)

341 JDC car badge. Badge No 5453 by Pinches London. Old style with vitreous enamel in-filling to the scroll rather than plasticote. (£70-80)

342. Jaguar Drivers' Club badge No 6682 by Pinches, London. Old style with vitreous enamel in-filling to the scroll rather than plasticote. W badge bar clip. SI chip in enamel between "Drivers" and "Club" on the scroll o/w VG. (£60-70)

343. Jaguar Drivers' Club badge No 8518. Old style with vitreous enamel in-filling to the scroll rather than plasticote. Has seen time on a car. Good. (e£40-50)

344. JDC car badge. Badge No 8934. Old style with vitreous enamel in-filling to the scroll rather than plasticote. (£50-60)

345. Jaguar Drivers' Club badge No 1049. Old style with vitreous enamel in-filling to the scroll rather than plasticote. "Tongue" at the foot of the badge has been carefully removed for radiator fitting rather than on badge bar. Unusual. Has seen little or no use. Fine. (e£50-60)

346. Jaguar Clubs of North America Inc. An early oval, grille fixing car badge featuring a chromium profile of a Jaguar leaping to the right. Intaglio wording around the edge and a Queens's crown above. 4 ins wide. Used condition. Good. (e£30-40)

Under-estimate Bids

I'm always happy to receive under-estimate bids – I value your opinion.

I only ask that you put such bids in brackets. This will alert me to the fact that I may need to check back with the vendor.

Also, please be realistic. A £5 bid is unlikely to succeed against a £50-£60 estimate. But a £40 might – perhaps even £35!

SECTION I – HISTORY OF JAGUAR AND JAGUAR PEOPLE

347 Lord Wakefield Gold Medal Paper 1969. Address by Sir William Lyons. FRSA. RDI "The History of Jaguar and the Future of the Specialised Car in the British Motor Industry" This is one of the seminal papers on the Company history. I was told by Andrew Whyte that apart from some fact-checking and general tidying up that he carried out, this paper is essentially Sir William's own words. As such, it is unique. It comprises 12 pages of foolscap cartridge paper in a black card folder and is the text of Sir William's speech to the AGM of the Institute of the Motor Industry in 1969. Of these twelve pages, over nine are on the history of Jaguar reaching back to Swallow Sidecar days. The remainder relate to the role of the specialist car manufacturer and are of interest to the analyst of the motor industry more widely. The card folder is in clean VG condition and the internal papers are Fine, near Mint. A rare and very important set of papers. (e£100-150).

348. "Scheme of Arrangement for the Preference Share Capitals of British Motor Holdings, Jaguar Cars Ltd and Presses Steel Fisher Limited. Dated 25 November 1967. Basically, a restructuring of the share structure of the three companies. Jaguar and Press Steel were owned by BMH at that point. Quite heavy going but a fascinating insight to an aspect of the company that does not surface very often. Rare. Historic. Fine. (e£20-25)

349. An intriguing glimpse of Jaguar staff at play in olden days. This is the programme for the Company's Xmas party in the Canteen on 21 December 1948. Printed in heavy Old English script, the wording is from the same era, for example - "Ye Toasting. Ye Master of Ceremonies, Master John Silver, will invite the Company to drink a health unto his Majesty and will, thereafter, call upon Master Harry Teather to propose the Toast of "The Company" to which a reply will be accorded by William Lyons, Esqre." – and so on in the same vein. A fascinating memento of days at the Jaguar now long gone. A very rare survivor. Back rubbed o/w Fine. (e£30-40)

350. "The Geoff Lawson Studio". Press pack for the formal opening of the Studio at Whitley named after Jaguar's former Director of Styling who died in 1999 at the tragically early age of 54. Includes introduction to the Studio and Julian Thomson, the Director; bio of Geoff Lawson and a brief history of the Whitley Engineering Centre and the site. Colour photos of the Studio, Julian Thomson and Ian Callum, Jaguar's Director of Design. Unusual. Fine. (e£10-15)

351. 'Jaguar – the History of a Great British Car' by Andrew Whyte. Second edition of Andrew's book. The cover shows Win Percy's TWR XJS on his way to his first ETC win at Donnington in 1984. Win's own copy and signed by him. VG/VG. (e£10-15).

352. 'A Different Breed of Cat'. Jaguar Cars 1972. 64 pp. 9.5 x 9.5. Although he is not credited, this hardback book was written by Andrew Whyte. He was especially pleased with the Jaguar wings design on the end papers, which was his idea. A photo-review of the company's history and products. This is, in effect, the third edition of his "Case History" books – see Lots 356 and 357 below. An important book for the Jaguar book collector as it is the only hardback book ever published by Jaguar (as opposed to JDHT, etc.). (15-20)

353. 'Back from the Brink' by Michael Edwardes. Collins. 1983. 301 pp. 6 x 9. His own story by the diminutive South African tycoon who transformed British Leyland and was prepared to let Jaguar loose. There is little doubt that but for Edwardes' determination and his recruitment of John Egan to run Jaguar, the company would almost certainly have been killed off around 1979/1980. A particular value of this book is the way it puts the Jaguar story into the wider context of the industry as a whole and the politics of the era. VG book in faded but unclipped dw. (e£10-15)

354 "Jaguar – Rebirth of a Legend" by Ken Clayton. 196 pp 6 x 9. Century in 1988. Good over-view of the BL years and the move into and through privatisation. VG book in VG dw. (e£10-15)

355. "The Will to Win- John Egan and Jaguar! By John Underwood. W. H. Allen. 1989. 6 x 9.5. 210 pp. Another review of Egan's turn-around of Jaguar and the successful privatisation. This book and the one above are interesting companions to Sir John's own account "Saving Jaguar". Fine book in Fine d/w. (e£10-15)

356. 'Case History' - The 1st edition of this factory publication with the large orange 'J' on soft-back cover. Dated Aug 1964. 56 pp. 8.5 x 11. No author is credited but the work of Andrew Whyte and much of the research subsequently fed into his other Jaguar books. The whole group is covered including Daimler and the commercial operations of Guys trucks and Coventry Climax. The covers are slightly rubbed and the text is Fine. (e£10-15)

357. 'Case History' - The 2nd edition, revised and enlarged by Andrew Whyte. Blue card cover, dated May 1968. 8.5 x 11. 65 pp Delivered in five parts: 1. Jaguar, 2. Daimler, 3. Guy, 4. Coventry Climax, 5. Meadows. Slight sunning to the left of the cover o/w VG nr Fine. (e£10-15)

358 "Jewel in the Crown" by Ray Hutton. Elliott and Thompson Ltd. 2013. 6 x 9.5. 200pp. A detailed examination of Tata' acquisition of Jaguar Land Rover and a comprehensive analysis of the biggest investment in the UK motor industry of recent years. Fine book in Fine d/w. (e£10-15)

359. 'Jaguar from the Shop Floor' by Brian Martin. Veloce. 2018. 192 pp. Tells of his life as a long-time employee at Jaguar, giving a first-hand account of the development and production processes and the ups and downs of factory life through the eyes of someone who was actually there. He started at the Jaguar factory in 1949, left to do his national service in the RAF and then going back to Jaguar. He left briefly in 1972 to try other jobs, but returned to the factory in the mid-1970s. Fine. (e£15-20)

360. Jaguar Journal Vol 1 No 5 & 6 - combined issue for Feb & March 1947. Contains article on car racing by Tommy Wisdom featuring his SS 100 BWK 77. Also note of several appearances by SS 100 CTA 163 in the film "Root of all Evil". Cover rubbed and bears previous owner's name. RS. Good. (e£10-15)

361. Jaguar Journal Vol 2 No 7 (New Series) – December 1949. This edition saw the shift from magazine format to broadsheet. Reports on three shows – Earls Court, Paris and the Scottish Show featuring the XK120. More photos and more news snippets rather than proper articles. These large editions were vulnerable to tearing and difficult to store, so few have survived. Rare. VG. (e10-15)

362. Jaguar Journal. Vol 2 No 9. June 1962 – turn-round of Daimler buses and Guy lorries. New Clubhouse opens. Move of Press Shop from Browns lane to Radford. Lord Brabazon's Majestic Major (FLY 1). Mark X in British Pavilion at World Fair in Seattle. VG. (e£10-15)

363. Jaguar Journal. Vol 3, no 7, April 1963 - Acquisition of Coventry Climax. Jaguar at the Geneva Motor Show. Extracts from William Lyon's address at Jaguar AGM. Mark 2 10,000 high-speed endurance run at Monza – many photos. VG. (e£10-15)

364. Jaguar Apprentice. Vol. 11, No 2 & 3. (New Series) – Summer/Autumn 1959. Articles include Mike Head on racing his C-type in Scandinavia. "Swallow's Nest" – reprint of an Autocar article following a visit to the factory in Foleshill. Illustrated by Frederick Gordon Crosby, designer of the Jaguar mascot. Report by Erle Morley of his brother Donald's win in the 1959 Tulip Rally mounted in a Mark 2. VG (e£10-15)

365. Jaguar Apprentice. Vol. VI, No 2 (New Series) – Winter 1963. Articles include Andrew Whyte on International Rallies and a feature on the 3.8 Mark 2 successes (not credited but I suspect also by Andrew). VG (e£10-15)

366. Jaguar Rover Triumph sales brochure. 26 pages. From the dark BL days, probably around 1978. Signed by "Lofty" England on the cover. Fine. (e£10-15)

367. "Lofty" England trying hard not to burst out laughing! 6.5 x 8.5. Fine. (e£10-15)

368. "What are dreams for if not to come true". This image formed part of a presentation to Jaguar by J Walter Thompson (JWT) pitching for the company's marketing business in the early 1990s. They would appear to have succeeded as that font became synonymous with Jaguar for several years. The image is 16 x 11.5 and has four Christian names signed on the back – Chris, Nick, Dominic and Allen. Mounted, framed and glazed. Very unusual. Fine. (e£40-50)

369. The Hill Samuel & Co Ltd offer brochure for the privatisation of Jaguar in 1984. 8 x 12. 45 pp. Fascinating information on the company as it stood on the threshold of release from the yoke of BLMC (formerly British Leyland). An important point in the evolution of the company and a useful companion to Lot 369 below, which deals with the Ford take-over just five short years later. Historic. Fine. (e£10-15)

370. Ford Motor Company Limited. Recommended Cash Offer for Jaguar plc". The glossy 54-page offer document produced jointly by Jaguar and Ford after agreement had been reached between the two Boards on the sale of Jaguar. Another important historical document. Fine. (e£10-15)

371. Memorial Service for 'Lofty' England – 14 Sept 1995. Order of Service card for Lofty's memorial service at Holy Trinity Church, Broad gate, Coventry. Also, invitation card to the service from Mrs Doris England (widow) and Mrs Jane Fletcher (daughter) and to coffee before the service and a lunch after the service hosted by Nick Scheele. Fine. (e£10-15).

372. Jaguar Annual Report – 1984. Follows the standard format dictated by legislation. The most interesting section being the Directors' Review of Operations. 11 pages covering the likes of Manufacturing, Engineering, Personnel, Communications, Motorsport (ETC win and return to Le Mans), Sales, etc. Fine. (e£10-15)

373. Jaguar Annual Report – 1985. As for Lot above and following the same format. Directors' Review of Operations is 10 pages with Motorsport featuring the XJS win at Bathurst and Group 44 wins in the States. Fine. (e£10-15)

374. Jaguar Annual Report – 1986. As for Lot above and following the same format. Directors' Review of Operations is 11 pages majoring on the XJ40 launch. Motorsport features the first win of the Group C cars at Silverstone and Group 44s Daytona victory. Fine. (e£10-15)

375. Jaguar Annual Report – 1987. As for Lot above and following the same format. Cover now features a phot, this time of the newly opened Engineering Centre at Whitley. Directors' Review of Operations is 13 pages with coverage of the Whitley opening and the XJ40 launch. A larger Motorsport section leading with victory in the WSPC and Raul Boesel crowned World Champion Driver. Group 44 performance in the IMSA championship also celebrated. Fine. (e£10-15)

376. Jaguar Annual Report – 1988. As for Lot above and following the same format. Directors' Review of Operations is 10 pages featuring the superb reception for the ZK220. Motorsport majors on the Le Mans win (of course!) but also notes that this was the year TWR took over Jaguar's entry in the North American IMSA series from Group 44 – a story still to be fully told! This year's cover featured Craftsman Joe Harcutt inlaying veneered door panels. I managed to catch Joe in Browns lane and he was quite chuffed when I asked him to autograph my copy (see photo). Fine. (e£10-15)

377. '50 Years – Swallow to Jaguar'. 18 pp. A4. Programme for the 1972 exhibition in Coventry part of the celebrations of Jaguar's 50th Anniversary. Brief review of the company history (not credited but written by Andrew Whyte), guide around the exhibition and a list of Swallow, SS cars and Jaguar models 1927-1971. Fine. (e£10-15).

378. "Jaguar Distributors & Dealers Presentation Lunch to Sir William Lyons to mark the Fiftieth Anniversary of the Jaguar Company at the Royal Lancaster Hotel, London on Friday, 8th September 1972." 16-page booklet. 5 x 7.5. Interesting to see who sat with who – Table 15 was Bob Knight, Wally Hassan and their chums, similarly, Bill Haynes had his friends were at Table 16. An unusual marker for a superb Jaguar milestone. Fine. (e£10-15)

379. "Right From Every Angle". A four-page reprint from the 8 August 1958 issue of Autocar. Interesting commentary by Michael Brown, an XK140 owner and driver, based on an interview with Sir William. Well-illustrated. Bears stamp of N V Lagerwijn, the Dutch distributor, on the front. VG. (e£10-15)

380. 'Balanced Production'. A four-page reprint from the January/February edition of the Export Trader. Many photos of machinery in the new buildings at the Foleshill factory, which were subsequently moved to Browns Lane. Although not credited, the photos would seem to be mainly, if not entirely, the work of in-house photographer Colin Wrigley. Rare. VG. (e£10-15)

381. 'Jaguar Production and Quality Control'. 6-page folder dated January 1968. 8 x 10. Outlines the production processes and specific aspects of quality control – Raw Materials, Steering & Suspension, Brakes, Testing, etc. Fine. (e£10-15).

382. "Jaguar and Subsidiary Companies". 4-page undated leaflet. 8 x 10. Has brief description and photos of Browns Lane and Radford as well as the Guy and Coventry Climax factories and the Spares and Service Depots. VG. (e£10-15).

383. A Jaguar press pack folder containing an invitation to a dinner hosted by Jaguar's Directors in honour of the Jaguar Car Clubs on 9 June 1990. Includes a copy of the souvenir programme for the Jaguar World Weekend and a catalogue for the Exhibition of Jaguar Art also held as part of the Weekend. The menu is signed by John Egan, Lofty England and John Grant (Deputy Chairman) – an unusual set of signatures. Also included is the menu for a Welcome Dinner hosted by the now-defunct Jaguar Car Club. Press pack sl rubbed. Contents all Fine or Mint and an unusual set of signatures. (e£20-25)

384. A small collection of four copies of the Jaguar in-house magazine "Topics" from December 1984 to September 1986 and two copies of "Jaguar Journal", the US Clubs magazine for May/June 1992 and July/August 1993. VG. (e£10-15)

SECTION J - A JAGUAR LITERATURE MISCELLANY

NO ENTRIES IN THIS SECTION

Jaguar Automobilia to Sell?

You may have acquired a lot of duplicates, or your collecting interests have changed, or you simply need to have a clear out. For a variety of reasons, you may have Jaguar Automobilia to sell. Don't forget you can sell Jaguar, SS Cars and Swallow automobilia through JAC Distant Auctions as well as buying

There is an Entry Form on the last of the yellow centre pages. Just fill in the details and post it to me. I shall then contact you when the auction is over and we can take it from there. Alternatively, just mail me with an indication of the items you have in mind, ideally with photos.

SECTION K – A TECHNICAL MISCELLANY Books, Papers, Photos, etc.

385. "Jaguar Colour Guide for All Models". This small booklet (5ins x 3ins) contains a selection of colour paint chips for the XK140, Marks VII & VIII and the 2.4 Mark 1. It can therefore be dated to 1956/57. These booklets are gold dust to restorers. They largely remain closed and do not suffer any fading from exposure to daylight. As a result, the colours remain true over the years. Fine and very rare in this condition. (e£150-200)

386. "Jaguar – The Engineering Story" by Jeff Daniels. Haynes. 2004. 224 pp. The post-war story from the creation of the XK engine for the XK120 and Mark VII through to the V8 and the V6 engines. Fine/Fine. (e£10-15)

387. Jaguar Service Bulletins. Two ring-bound volumes containing scores of original Jaguar Service Bulletins. Spans the years 1960-1968. Divided into separate sections for principal elements of the cars – Engine, Cooling System, Gearbox, Steering, Suspension, Body, Electrics & Instruments, etc. Cars covered include XK140, XK150, Mark 1, Mark 2, S-type, Mark 10 and, especially, the E-type. These were the development years for the E-type, launched in 1961. If you have a Series 1 E-type, these papers will complement and supplement any other documentation you have on your car(s). Papers have seen use but are not covered in greasy fingerprints. Probably office copies rather than copies used in the Workshop. Good to VG. (e£100-150)

388. Master Parts Price List – Third Edition. Publication J12, dated January 1958. 177pp in hard-backed two-pillar binding. Exhaustive listing. Cover and internals clean. VG. (e£20-30)

389. The Hydramatic transmission as used in a range of Jaguar cars, especially saloons, in the 1950s and early 1960s. **This is a fully-annotated original drawing by V R (Vic) Berris from the Autocar archives.** Autocar stamps on the back indicate that this illustration appeared in the issues for 24 October 1952 and 36 March 1954. 28.5 x 19 inches on board. VG. Unique. (e£40-50)

390. "Comparative Costs in Engineering Design". 28pp. Undated but 1973. A comb-bound internal Jaguar document produced by the Value Analysis Department. Intended to make design engineers aware of the cost implication of putting their work into production. Sections are – Material Costs, Machining Costs, Assembly Costs and Design & Production Problems. A fascinating insight into a part of the Jaguar operation in the 1970s that rarely sees the light of day. Useful complement to Jeff Daniel's book at Lot 386 above. Rare. Good. (e£20-30)

391. Repair Labour Schedule for Mark VII and XK120. 14pp. Dated December 1954. Marked "Strictly Private & Confidential (for the use of Distributors and dealers only)". Detailed timings for various operations from removing and replacing engine to oil can lubrication. Very useful information when you are negotiating with restorers about work on your car! Has seen use. Some internal marking and water stain on back page. Text unaffected. Rare. Fair. (e£15-20)
392. Service Manual for Duplex System of Engine Emission Control. Publication E.146/1. Small booklet at 15pp plus Diagnostic Chart. Undated. Deals with maintenance of the carburation, injection system and ignition of 4.2 litre engines as modified for the US market. Fine (e£10-15).
393. Jaguar Service Bulletins 1998. A massive comb-bound publication containing all the bulletins issued by the factory in that year for the North American market. 9 x 11 and standing a hefty 2 ins tall. Each bulletin is page-numbered individually. These include administration bulletins and separate technical bulletins for the Sedan, XJ V8, and XK 8 cars. Fine. (e£25-30)
394. Jaguar Service Bulletins. A broken run of 7 Bulletins from February 1955 to April 1956. Cover – XK140 (including those fitted with "C" type head), Mark VII and Mark VIII. Generally clean but with some rust marks from paper-clip. Text unaffected. Good. (e£10-15),
395. "From Sidecars to Silicon – A History of Innovation at Jaguar Cars" by Jim Randle. 12pp. Fully illustrated. Covers period 1931 to 1986. Address given at the meeting of the Institution of Mechanical Engineers in London on 14 April 1987. VG. (e£10-15)
396. Pearson/RAC Manual. A wide-ranging manual covering servicing (only) for Jaguar Marks VII-X, 1,2, XKs and E Types. Good. (e£10-15)
397. "Electronic Fuel Injection System. Provisional Information for Jaguar Six Cylinder Saloons". Publication No AKM 3970. Dated 1977. 12pp plus wiring diagram. If you have a Series 3 or late Series 2 XJ, this is for you. Fine. (e£10-15)
398. "The Jaguar 2.4 Litre Engine". A reprint from the May 1956 edition of Automobile Engineer. 14 pp. Well-research and well-written – as always with articles from this magazine. Fine. (e£10-15)
399. "Jaguar Service Tools" by V.L Churchill, suppliers of specialist workshop tools for Jaguar. Ref – VLC.2333/8/86. 45 pp. Descriptions of tools accompanied by line-drawings. Quick reference chart at the front and 4-page index at the back. Includes trade price list dated 1 January 1986. Cover sl scuffed. Internals Fine (e£10-15)
400. "New Vehicle Storage" Jaguar publication JTP 113. 32 pp. Undated but illustrations show XJS, Series 3 XJ and Daimler Limousine. Includes checklist for monthly monitoring. Useful tips for longer term storage so if you lay your car up over the winter, this will be of help. Fine. (e£10-15)
401. "Jaguar V12 Engine – Its Design and Background" by Wally Hassan. A5. 52 pp. A small booklet containing the text and illustrations of Wally's presentation to the Technical, Administrative and Supervisory Section of the Amalgamated Union of Engineering Workers. The date of the presentation is not given but around 1976-77. VG. (e£10-15)
402. "Lucas/Girling Equipment and Service Parts – Jaguar & Daimler 1966". Ref – CCE906/66. Dated February 1966. 28pp. Comprehensive. VG. (e£10-15)
403. "Lucas Equipment and Service Parts – Jaguar & Daimler 1963". Ref – CCE906/63. Dated August 1963. 22 pp. Comprehensive. VG. (e£10-15)
404. "AJ-V8 – Refined Power. The New Advanced Jaguar V8 Powertrain" A high-grade booklet. Ref JLD/40/10/26/96. 25 pp. Tells the story of the V8 engine, its various systems & principal components and the production strategy and processes. A fascinating read on another key engineering milestone in the Jaguar story. Fine. (e£10-15).
405. "GM 400 – Automatic Transmission". A Dealer Training handbook. Print ref – 11/86. 35980. 49 pp. A useful supplement to the handbook and workshop manuals. Covers sl rubbed. Internals clean. VG. (e£10-15)
406. 'Genesis of the Jaguar V12'. A complex and fascinating brochure describing the creation and manufacture of one of the finest V12 engines the world has ever seen. Includes: introduction; description; research and design; specification and production. A tri-lingual translation is included - French, German, and Italian. Produced by Transart Studios. A4 landscape. VG. (e£10-15)

NOTES

PART 2

The second part of the catalogue covers certain individual Jaguar models (e.g. the XJ220) and groups of models (e.g the XK sports cars and XJ saloons). The single exception is Section L, which includes all pre-war and wartime Lots.

SECTION L - PRE-WAR & WARTIME

Rarities and Curios

407. The unique fixed head coupe version of the SS100 that was launched at the 1938 Motor Show is well-known to Jaguar fans, especially those with an interest in the pre-war SS Cars era. In the 1980s, this car was entrusted to David Barber, SS restorer extraordinary, for a full restoration. While there, it was discovered that the wooden frame for the left-hand door was rotten and it needed stripping right down to remove all the wood. It was then decided not only to replace all the wood, but also the metal of the door as well. By one of those extraordinary quirks of fate, the original door survived and it is now offered here. In Fine condition and a superb example of the quality of the metal-working craftsmanship at the SS Cars works in Foleshill in the late 1930s. A photo of the car at the time of launch showing the door is offered at Lot 439. A real slice of Jaguar history. (e£400-500)

408. SS Cars combined speedometer and rev counter made by S. Smith & Sons (Motor Accessories). Numbered 1320 over 173A. As fitted to the 1934/35 SS1 cars. Untested and sold as seen, but you will not see many elsewhere. At the time of writing in October, there were none for sale on the Internet anywhere in the world. Good with potential for Fine and very rare. (e£300-400)

409. A wooden pattern for casting a metal SS Cars Sign. I first saw this pattern at Beaulieu back in the 1990s. Subsequently I had the good fortune to add a metal sign to my collection that had obviously been cast from the pattern. I featured that sign on page 191 of my book "Jaguar Collectibles". The pattern measures 15 ins across and 13 ins from top to bottom and is a very rare SS Cars item indeed. Fine. (e£400-500)

410. A pair of P100 Glasses for pre-war P100R Headlights. These headlights were fitted to the 2.5 and 3.5 litre SS saloons and DHC. They were also fitted to most of the top-range cars of the time - Rolls Royce, Bentley, Lagonda etc. Very rarely offered as a pair. Fine. (e£200-250)

411. The Desmo Jaguar mascot with the flat base designed to fit onto a radiator cap. The base is stamped "Desmo" at the front and "Copyright" at the back. These mascots first appeared between the two World Wars in Desmo's range of animal mascots. They are therefore correct for SS Jaguar cars. Please note that probably to a greater extent than any other

Jaguar mascot, Desmos have suffered from forgeries that appear regularly on the likes of eBay. This mascot carries my personal guarantee of originality. VG to Fine. (e£150-200)

412. A second Desmo Jaguar mascot, this one with a noticeable curve to the tail. This is sometimes the result of having been mounted on a radiator cap in such a way as to interfere with the opening of the bonnet. The tail is then curved out of the way. The estimate reflects this. As with Lot 411 above, this mascot carries my personal guarantee of originality. VG. (e£150-175)

413. A white metal reproduction of the Prince Michael mascot as mounted on SS 100 chassis no 39001, the first 3.5 litre SS100. That car was the gift from the officers of the Royal Romanian Air Force to Prince Michael on his 17th birthday. Only two original mascots are known – the one on Prince Michael's SS 100 and the other on the 3.5 SS Jaguar saloon belonging to his father, King Carol. Interesting. Fine. (e£75-100)

414. "The Forerunners of Jaguar in Australia and SE Asia" by John Clucas and Terry McGrath. The superbly-presented results of years of meticulous scholarship by the two authors. Although focussing on cars delivered to the Antipodes and SE Asia, the information and the extraordinary photos are of immense value to anyone interested in the products of Swallow, SS Cars and the Jaguar Mark IV and V drop-head coupes, wherever they live. An unread book with a clean dust-wrapper that has been well-protected by its slip-case. Mint book in Fine slip-case. (e£200-250)

415. Empty envelope with "SS Cars" logo bottom left and address – 33, Rue Mercelis, 33, Bruxelles. 9 x 4. I think this must have been a sub-dealership as a full search through all the pre-war Instruction Books with me showed no SS Dealer or distributor at that address. A quite remarkable survivor. VG. Rare, probably unique, (e£25-30)

416. A very rare SS Cars factory blueprint for "Trailer Handcart Mk 1" 30 x 26, folded. Dated 20/2/43. Edgy to left and some age-browning along the folds o/w Fine. (e£50-60)

417. Another rare SS Cars factory blueprint, this time for a "Wireless Trailer". 30 x 26, folded. Dated 25/2/43. This shows the internal fittings for the trailer/handcart shown in Lot 416 above. Edgy and some age-browning along the folds o/w Fine. (e£50-60)

Brochures

418. SS Jaguar Models & Prices for 1936. 8 x 11. Mid-brown double-thickness card cover with SS Cars wings showing the word "Jaguar" printed below the SS hexagon - one of the very first brochures to do so. Internally an 8-page fold-out concertina gives details of 2.5 litre Jaguar "100", Saloon and Open Tourer, plus 1.5 litre Saloon. Prices and specs shown. Printed by A.B. & S. Ltd, London and Leicester (Adams Brothers & Shardlow). Covers dusty and w. sl spotting. Internally fresh and clean. Rare. Historic. VG. (e£150-200)

419. SS Cars Side Valve Chassis for 1936. 8 x 11. Mid-blue double-thickness card cover with SS Cars winged logo. Internally a 6-page fold-out gives details of SS1 Airline and two-door saloon as well as the SS2 2-door Saloon. Printed by A.B. & S. Ltd, London and Leicester (Adams Brothers & Shardlow). This brochure and the one above could combine to reflect the unique cross-over in 1936 from the SS1/SS2 range to the new Jaguar range. This brochure is also the last to show the SS1 and SS2 cars. Front cover sl faded at edges. Back cover splash marks from right. Internals fresh and clean. Rare. Historic. VG. (e£150-200)

420. SS Jaguar grey card wallet with green embossed SS hexagon badge and the word 'Jaguar' on the flap. 12 x 9. Contains three reprints of articles from UK motoring press: Two pages from Motor of 31 May 1938 on 3.5 litre Saloon. Eight pages from Autocar of 8 July 1938 on the full SS Jaguar range for 1938 and two pages on the SS 100 from Motor of 12 July 1938. The last four pages of the Autocar piece are cut and the staples holding the papers together have rusted badly, staining the papers and the inside of the wallet. Fair only. (e£30-50)

421. SS Jaguar range for 1938. 12 x 5. 12pp. Slim grey brochure covering the Saloon and Drop-Head Coupe offered with 1.5, 2.5 and 3.5 engines, along with the "100" Sports model offered with either the 2.5 or 3.5 litre engine. Four models are illustrated - the 3.5 litre Saloon, the 2.5 litre Drop-Head Coupe, the 12.5 litre Saloon and the "100" Sports. Colour schemes are listed on the inside of the back cover. Printed by Adam Bros & Shardlow Ltd. Leicester. RS o/w Fine. (e£125-150).

422. SS Cars supplementary sales brochure for 1939. 8 x 10.25. Leaf green thin card cover with dark green panel showing "Jaguar 1939 Models" and along the foot of the cover "SS Cars Limited Coventry". Internally an 8-page fold-out features the Saloon and Drop-Head Coupe offered with 1.5, 2.5 and 3.5 engines, along with the "100" Sports model offered with either the 2.5 or 3.5 litre engine. Four models are illustrated - the 3.5 litre Saloon, the 2.5 litre Drop-Head Coupe, the 2.5 litre Saloon and the "100" Sports. Covers sl rubbed and central fold has eased for most of its length. Good to VG. (e£100-120)

423. The Jaguar range brochure for 1939. The first of the familiar immediately pre-war series of large black brochures. 14.5 x 9.75. (JC/33). Thick black card cover with word "Jaguar" embossed in metallic silver ink within white tri-line frame. Illustrated with air-brush images of the black 3.5 litre Saloon; the grey DHC with the hood erect; the green 1.5 litre saloon and the SS 100, plus images for the 1.5 and 2.5 litre chassis. Tissue inter-leaving is present front and back. SI RS in the centre internally that has not spread to the paper. This brochure is in exceptional condition, fresh and clean internally and externally. One of the best I have seen for several years. Fine (e£200-250)

Technical Books.

424. "Jaguar Spare Parts Catalogue for 2 ½ Litre Models (Saloon & Coupe) and Jaguar "100" from 1938 to 1946". 8.5 x 11. Publication J2, Dated August 1947. 6-page index. 84 pages on Saloon and DHC. 18 pages specifically on the SS 100. Most unusually, this copy comes with 12-page "Amendment List No 1" and 16-page "Amendment List No 2". This book and the two Amendment List together form the definitive factory listing for parts for these cars. Apart from some sl spotting on the last three pages, the catalogue is in fresh, clean condition internally and externally and rarely seen thus. The two Amendment Lists have RS and some sl dust on outside edge. Fine. Rare. (e£200-250)

425. Instruction book for the 1½ litre Jaguar. 1936. 70 pp. 6 x 9. Beige cover w mid-brown label. Manuscript annotation and date "8/9/36" on cover. Internals fresh and clean. VG. (e£30-40)

426. Instruction book for the 1½ litre Jaguar 1939. 70 pp. 6 x 9. Beige cover with mid-brown label. Lacking title page and other pages rubbed and stained. A working copy for the garage. (e£10-15).

427. Instruction book for the 1½ litre Jaguar 1938-39-40. 6 x 9. 84 pp. Buff card covers with darker brown label. The post-war edition of this book with Jaguar wings instead of SS Cars. Undated. An exceptionally fresh and clean copy that looks unused. Fine. (e£30-40)

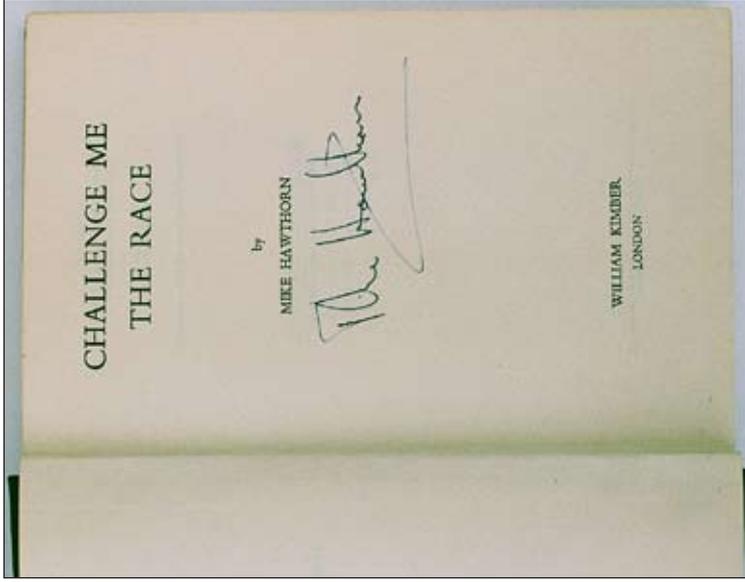
428. Instruction Book for the Jaguar 2.5, 3.5 and '100' models. 1938, 1939, 1940. 86 pp. 6 x 9.5. Printed by Adams Brothers & Shardlow Limited. The post-war edition of this book with Jaguar wings instead of SS Cars and dated 1.10.48. Grey label on black card cover. New price sticker on title page "Revised Price 7/6". Text block has eased from the cover as is often the case - an easy repair. Otherwise a fresh and unmarked copy. VG. (e£50-60).

429. Instruction Book for the Jaguar 2.5, 3.5 and '100' models. 1938, 1939, 1940. 80 pp. 6 x 9.5. Printed by Adams Brothers & Shardlow Limited. The post-war edition of this book with Jaguar wings instead of SS Cars and dated 1.10.48. This copy has been rebound in a sturdy black buckram binding. A used copy w heavily rubbed bound-in cover and finger marks intermittently throughout. Fair. (e£20-30)

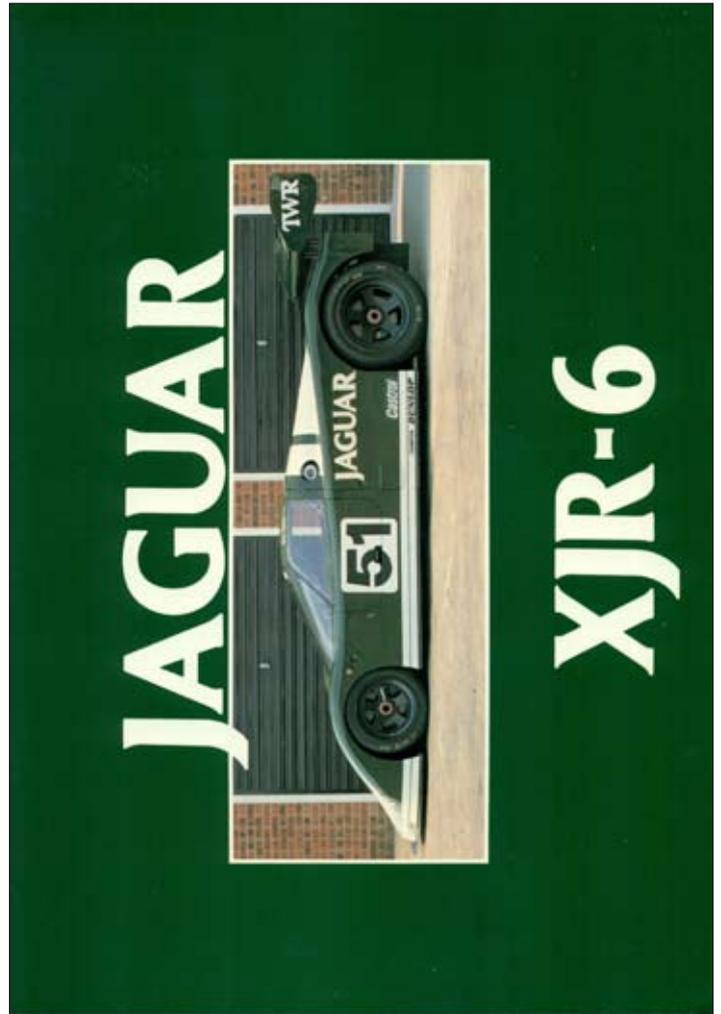
68. Low-drag E-type no 4868 WK, the Peter Lindner car. 1:24 scale model by SMTS. (e£175-195)



165. "Challenge Me the Race" - Mike Hawthorn's autobiography. Signed by Mike. (e£500-600)



122. The very rare TWR brochure for the XJR-6. (e£100-125)



308. Gentleman's 18k gold Rolex Oyster Perpetual Day-Date "President" watch and bracelet (e£4800-£4950)





168. Davy Jones' helmet for the 1990 IMSA season. (e£700-800)



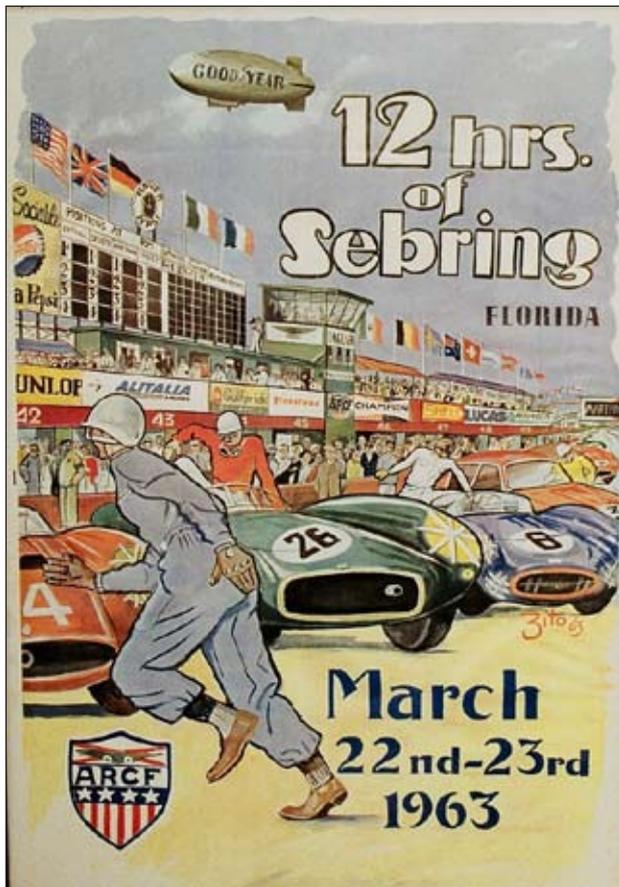
169. Danish driver John Nielsen's helmet for the 1990 IMSA season. (e£700-800)



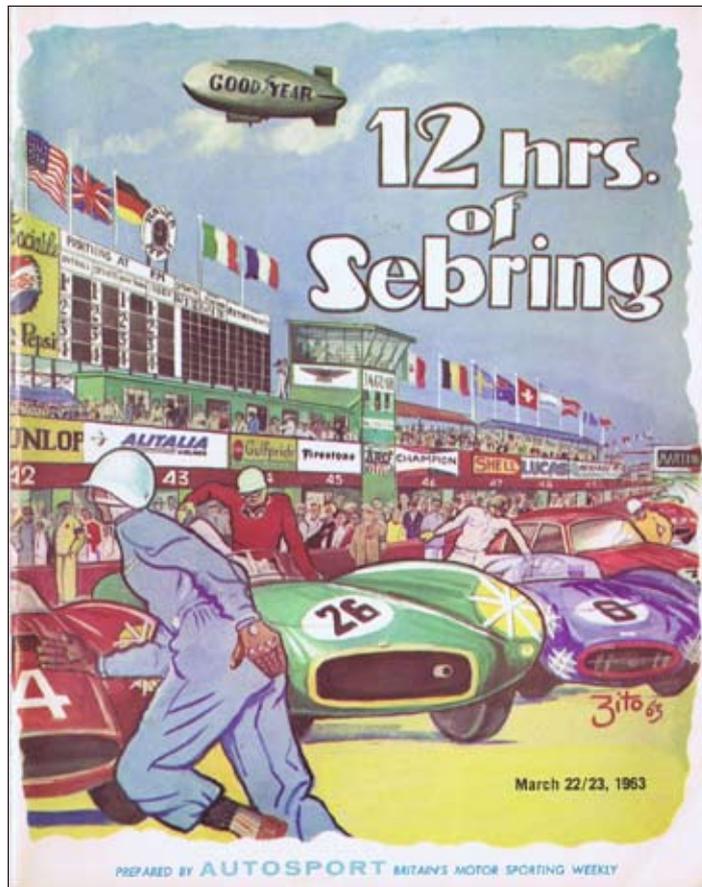
115. 1986 race suit from French Silk Cut Jaguar team driver, Jean-Louis Schlesser. (e£600-700)



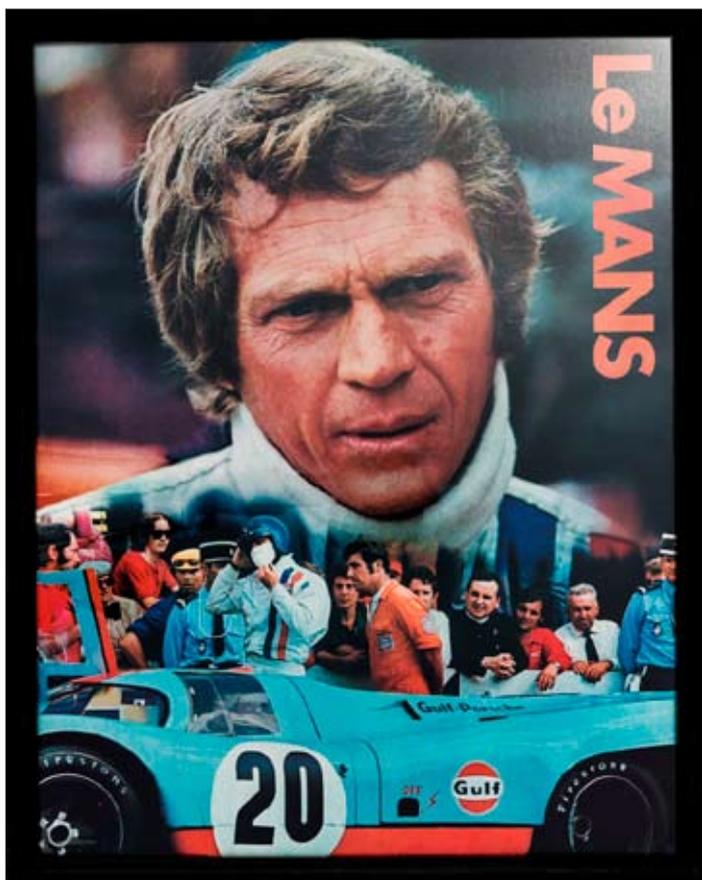
166. Win Percy's parade suit for the Jaguar Racing F1 era. (e£400-500)



2. An Original Sebring March 1963 12-Hour poster by Florida Society Artist Vincenzo Maria Zito. (e£650-850)



3. An original Sebring March 1963 12-Hour programme with cover artwork by Zito. (e£100-150)



59. Original Steve McQueen Le Mans 1971 Gulf promo poster. (e£50-90)



63. The official French government poster for Le Mans 1960. (e£350-400)



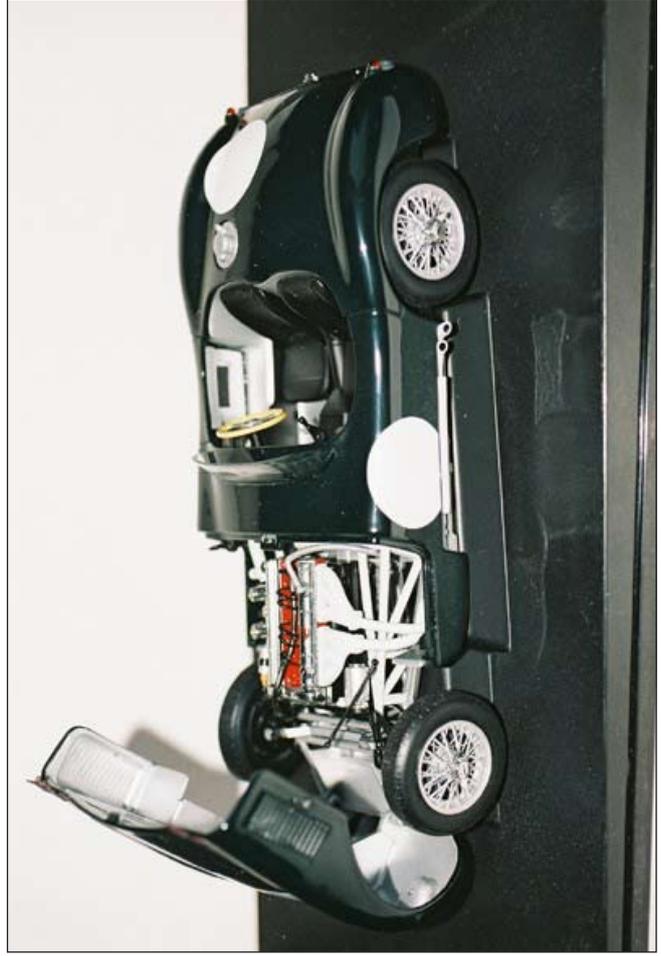
247. XJ13 model by AutoArt in 1:18 scale. (e£200-250)



715. Series 3 E-type in 1:18 scale by AutoArt. (e£100-125)



246. 1:12 scale AutoArt model of the D-type OKV 3. (e£450-500)



249. AutoArt C-type in 1:18 scale. (e£100-125)



313. An exceptional example of the 1950s roller blotter presentation piece. (e£200-250)

167. A boxed set of six Roy Nockolds' table mats. Presented to George (Bobbie) Parkes by Jaguar for his 8th place in the 1959 Monte Carlo Rally. (e£500-550)



315. Ronson lighter in a walnut veneer case from the 1950s. (e£75-100)

314. Walnut veneer cigarette/cigar presentation box from the 1950s. (e£125-150)





714. Series 3 E-Type Launch Press Pack. Comprehensive. (e£200-250).



721. "E-type 50 – Fifty Years of a Design Icon". Celebrating the 50th anniversary of the 1961 launch. (e£300-350)



713. An owner's pack for the E-type Series 1 4.2 - 2+2 model. (e£300-350)



718. An original Metallifera jack and ratchet handle in a bag. (e£250-300)



123. Jaguar Silk Cut Scalextric Leyland Roadtrain Race Car Transporter. (e£150-200)



120 Tamiya 1:10 scale Jaguar XJR-12 Daytona 24 hr in Castrol livery. (e£80-100)



512. XK120 FHC model by Prameta of Cologne. (e£100-150)



31. A very impressive Javan Smith model of the Cunningham LWE, 5114 WK (S850664), in 1:8 scale. (e£1750-2000)

6. Original LWE fuel tank (e£350- £400)



5. Unused LWE dry sump oil tank. (e£400-500)



26. Original Qvale LWE door mirror and cowling as fitted for the 1963 Sebring 12- hours race. (e£150-200)



10. Original, unused LWE camshafts as found with the Qvale Lightweight E-type. (e£200-250)



Combined Bid Form & Invoice



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Kent. TN25 5DP. England

Phone : (UK) 01233 812416 - (International) +44 1233 812416
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Please bid for me on the lots I have listed overleaf, in accordance with the JAC Distant Auction conditions of business:

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 You may also make an electronic bank transfer if you wish - please contact me for my bank details

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Please do not write in any of these side boxes			Office use only
	Description		
1	Total B/F from overleaf		£
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3 copies of "Jaguar Collectibles" at £14.95 each		£
4 copies of "All About Jaguar Mascots" at £13.95 each		£
5	Post & Packing		£
6	Insurance		£
7	Sub Total		£
8	Administrative fee for PayPal transaction (if used) – 5%		£
9	TOTAL FOR THIS INVOICE		

Jaguar Automobilia Collector

Entry Form

I should like to enter the following item(s) in the next available JAC Distant Auction. I have read, understood and accept your Conditions of Business as shown in your catalogue and on your website (copy also available by e-mail on request). Please contact me to discuss this further.

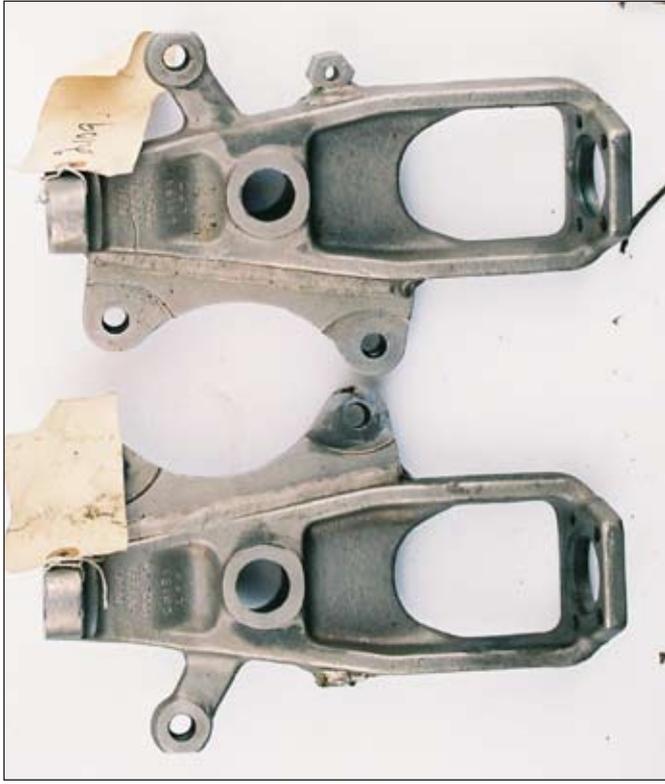
Signed : _____ Date : _____

Name and Address : (please print) _____

Phone No. or e-mail address _____

Please do not write in any of these side boxes ↘			Office use only
Item No.	Description	Reserve Price	Lot Number
	(please continue on a separate sheet of paper if necessary)		

19. LWE front suspension uprights. (e£100-175)



23. Selection of LWE parts with the original "Thor" soft-head hammer for the Qvale wheel spinners. (e£100-15)



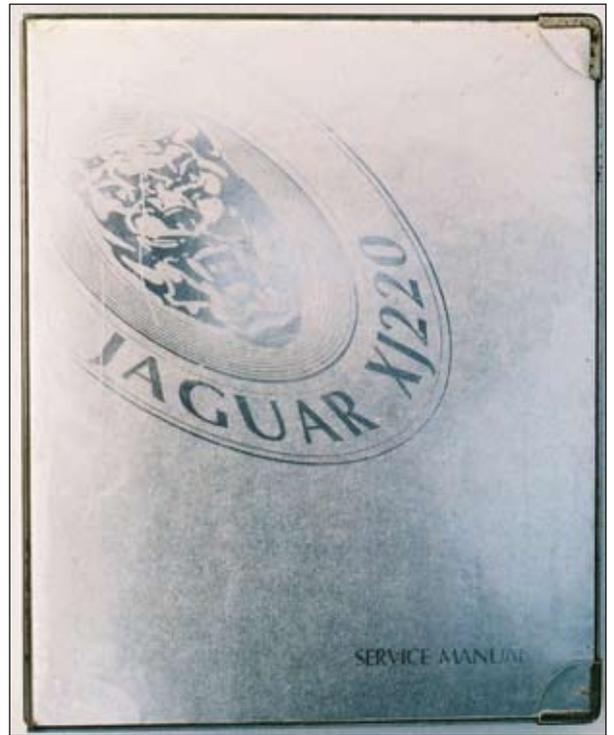
37. Original Dunlop alloy spare wheel with tyre for the Phil Scragg LWE. (e£350-400)



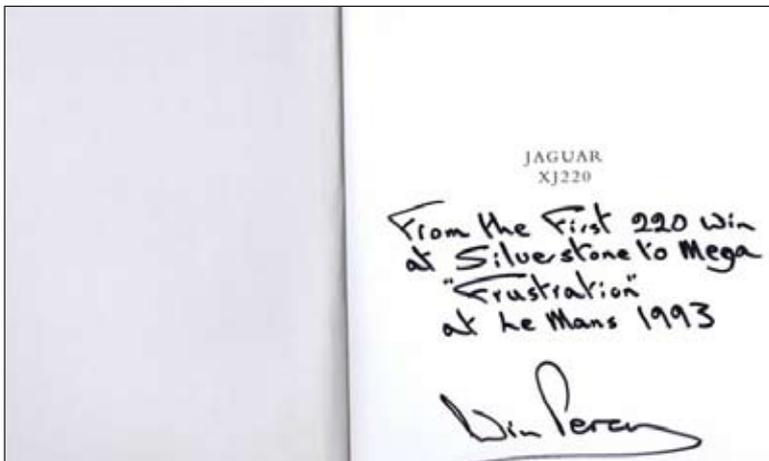
43. A beautifully hand-crafted pair of D-type/XKSS/LWE bonnet straps. Made at Lynx. (e£300-350).



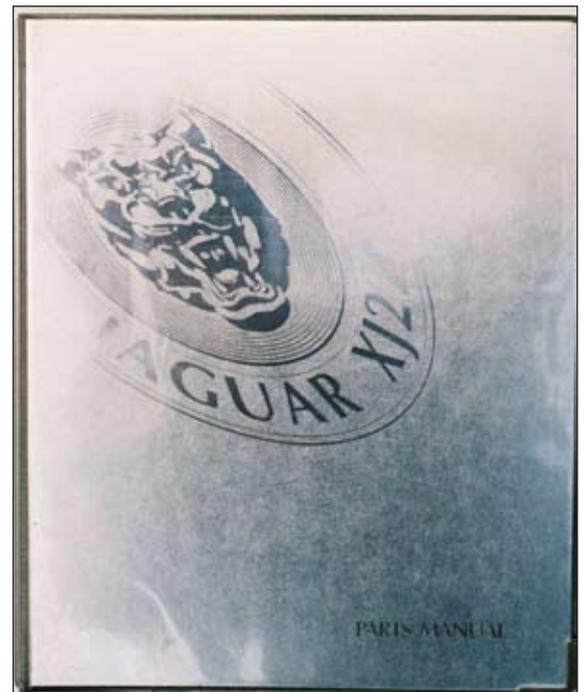
825. A hall-marked sterling silver XJ220 key fob and pouch in a black leather presentation case. (e£400-450).



826. XJ220 Service Manual. (e£200-250)



828. Win Percy's copy of "XJ 220" by Philip Porter. Inscribed by Win with the words: **"From the first 220 win at Silverstone to mega Frustration" at Le Mans. 1993**". (e£350-400)



827, XJ220 Parts Manual. (e£200-250)

408. SS Cars combined speedometer and rev counter as fitted to the 1934/35 SS1 cars. (e£300-400)



48. Rev counter as fitted to the Lynx D-type and XKSS. (e£500-550)



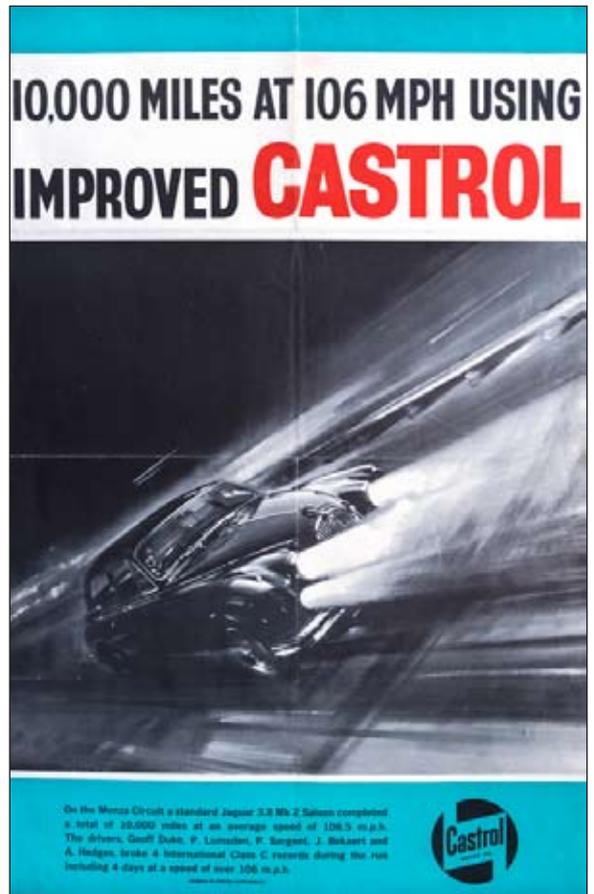
491. Smiths speedometer X51891/35 for XK120. (e£200-300)



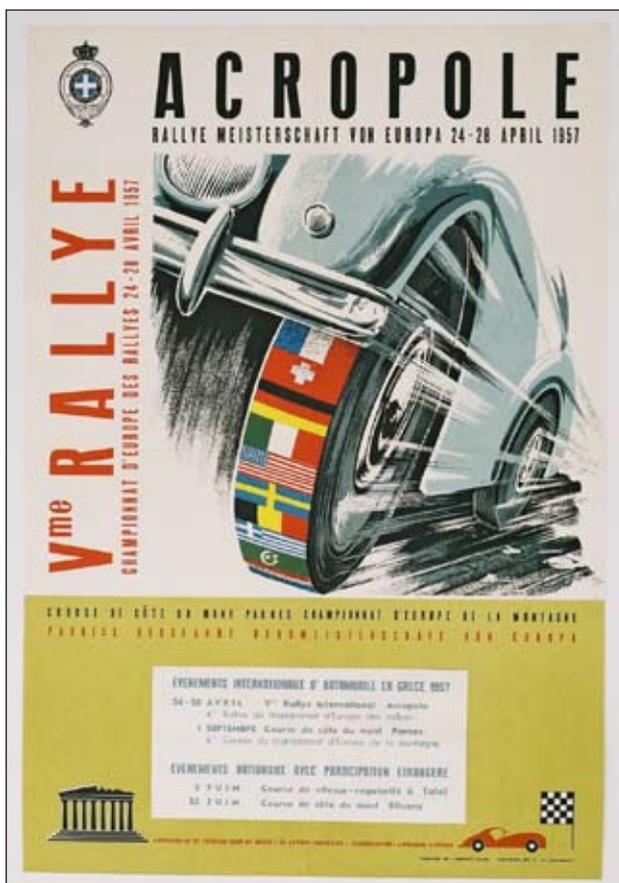
465 – Not too sure this clock was fitted to any SS car. Sold as seen. (e£20-30)



184. Lyons-Charbonnieres Rally - March 1952. Original factory poster. (e£120-150).



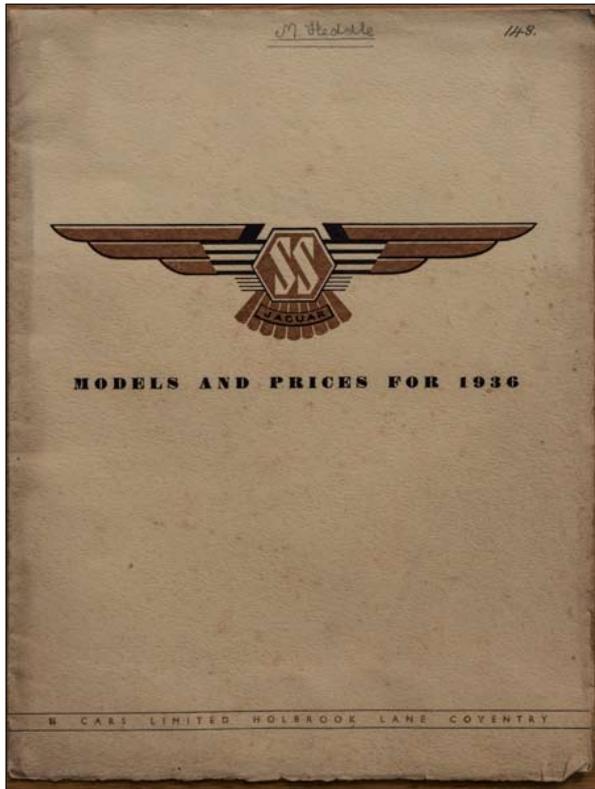
185. "10,000 miles at 106 mph using Improved Castrol" – Castrol poster for 1963 Mark 2 run at Monza. (e£50-75).



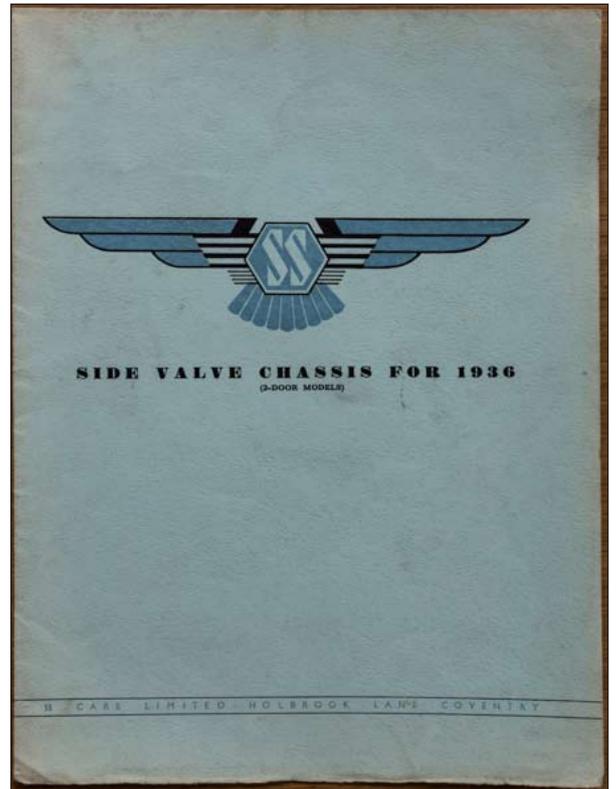
186. A small Acropolis Rally poster from the fifth run in April 1957. e£50-75)



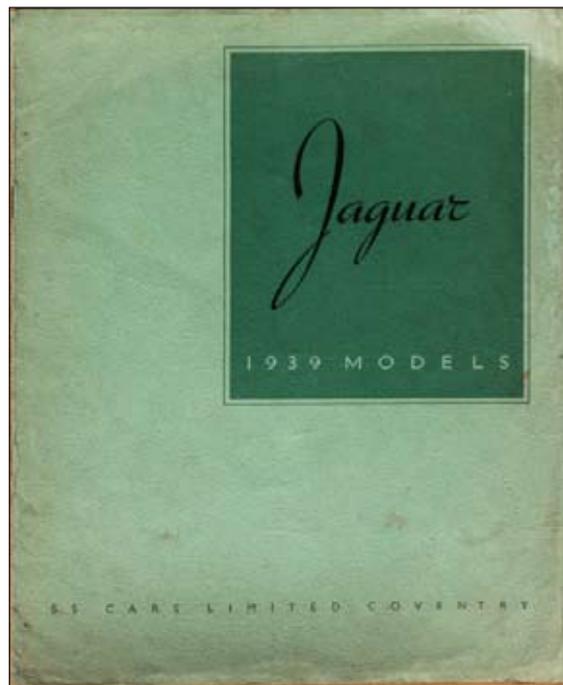
215. Le Mans programme for 1956. (e£100-150)



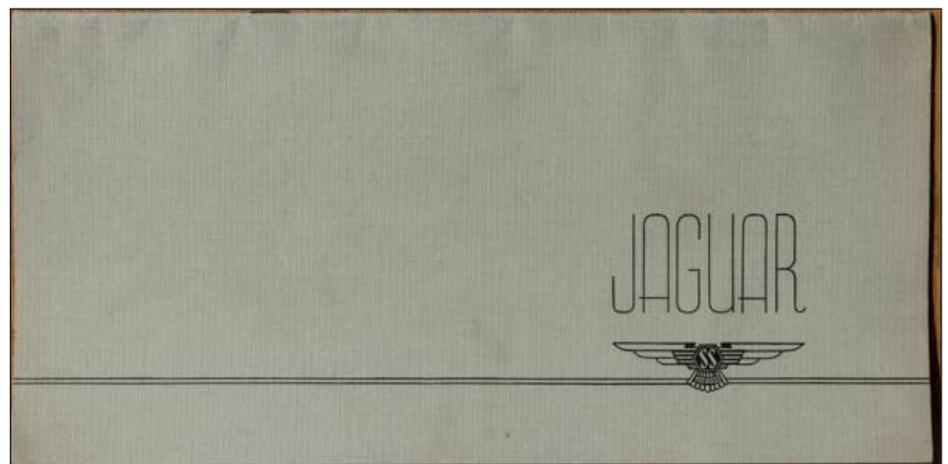
418. SS Jaguar Models & Prices for 1936. (e£150-200)



419. SS Cars Side Valve Chassis for 1936. (e£150-200)



422. SS Cars supplementary sales brochure for 1939. (e£100-120)



421. SS Jaguar range for 1938. (e£125-150).



413. A white metal reproduction of the Prince Michael mascot. (e£75-100)



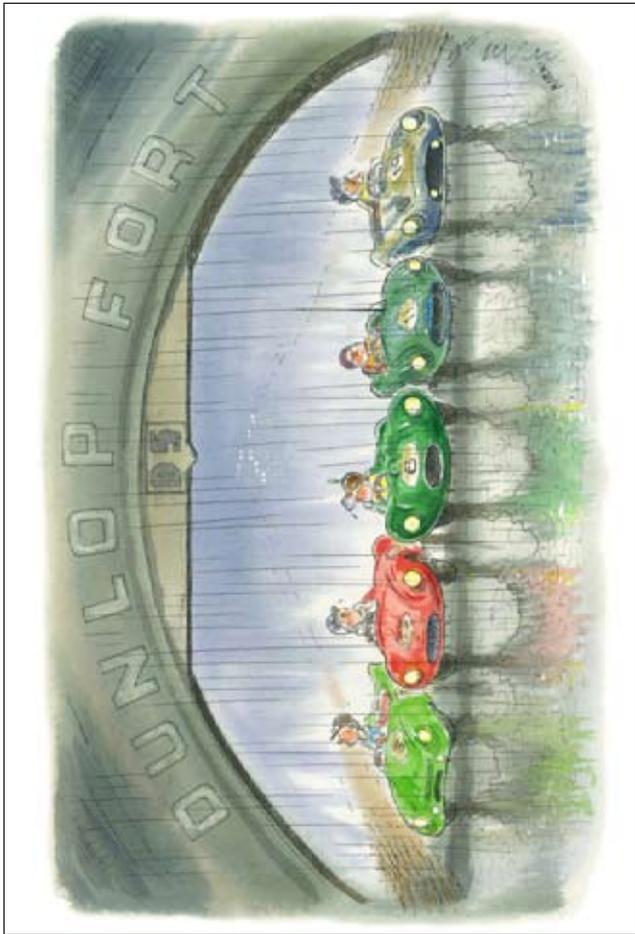
311. Jaguar factory ashtray with the original Version 1 mascot. (e£250-300)



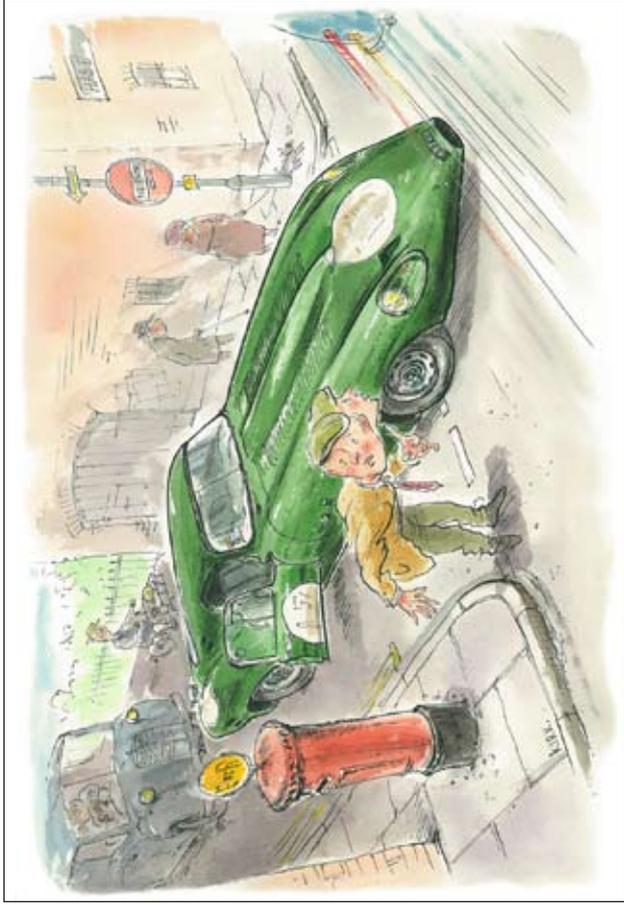
312. A genuine Lejeune Jaguar mascot. (e£250-290)



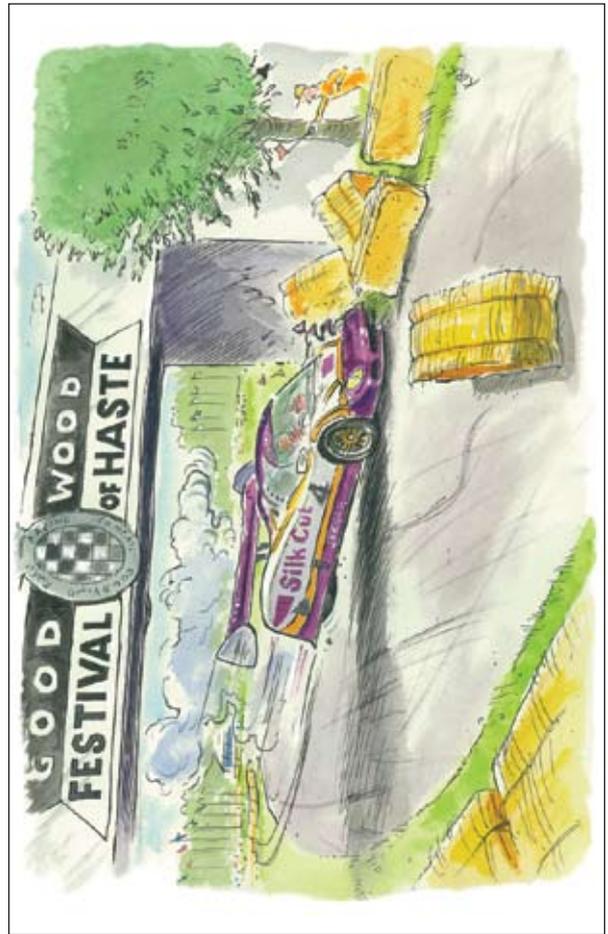
411. The Desmo Jaguar mascot with the flat base for a radiator cap. (e£150-200)



106. Another wet day at Le Mans. A Julian Kirk original. (e£150-175)



104. Long-nose! Original artwork for the cover of Julian Kirk's 2018 calendar (e£150-175)



112. Goodwood Festival of Haste. A final example of Julian's original work. (e£150-175)



108. Ghost of Jaguars Past. More from Julian. (e£150-175)



159. JaguarSport Momo steering wheel. (e£150-200)



647. Stitched leather XJR Steering Wheel. (e£75-100)



766. Steering wheel for Series 1 E-type w correct horn-push. (e£100-120)



767. A second Series 1 E-type steering wheel. (e£80-100)

430. "Jaguar SS90 & SS100 Super Profile" by Andrew Whyte. 56 pages. 11 x 8. A useful summary on these rare cars. Includes road tests, specifications and a photo-gallery with some photos not seen elsewhere. Spine faded (as usual) o/w Fine. (e£10-15)

431. "SS & Jaguar Cars" by Allan Crouch – at the time of writing, SS Cars Register for the Jaguar Drivers Club. 2013. Herridge & Son. 174 pp. Illustrated survey of Jaguar's classic 11/2 and 21/2 Litre models of 1936-37, the SS100 sports car, the 11/2, 21/2 and 31/2 Litre of 1938-48, and the Mark V of 1948-51. Fine. (e£20-30)

Photos

432. 1936 SS Tourer barn-find auctioned by Christie's at Beaulieu, 8 Sept 1990. Two photos - one 9.5 x 7, the other 7 x 5. Both are press photos with caption pasted to the back. Fine. (e£10-15)

433. SS 1 tourer w hood up and kitted out for serious winter driving. Chains on back wheels, rope stored on l/h front wing w shovel. 10 x 8. Unusual. LPON. Fine. (e£10-15)

434. An SS Jaguar saloon posed in front of some municipal building. 10 x 8. Back-stamp date is 7 April 1941. Also has stamp of "Gale Photography" of 3 York Buildings, Adelphi, London, WC2. Original. Some creasing and edginess. Good. Rare. (e£15-20)

435. SS 100 regd no DGT 744 on the track with Les Leston at the wheel – and working hard! Dated 16 Apr 1949. 9 x 7.5. Guy Griffiths stamp on back. A contemporary photo. VG. (e£15-20)

436. SS100 Number DHP 735 posed in front of what may be some sort of museum – probably military as there is the trail of a field gun just visible on the left. 10 x 8. Manuscript caption on back says "1938 SS 100. A. J. (Lucknall?), Wellingborough". Original. Fine. (e£15-20)

437. SS 1 saloon head-on shot in field. 7 x 5. Has foreign regd no AC-26-60. Unusual rectangular side lights on top of mudguards. Interesting. Fine. (e£10-15)

438. A snapshot of SS1 tourer BLE 932 in suburban street. Original. Fine. (e£10-15)

439. The unique SS100 two-door FHC. Side-on posed shot. 10 x 8. LPON. Fine (e£10-15)

440. A reprinted photo of William Lyons in front of the SS Cars Head Office in Foleshill with the Hon Brian Lewis, in centre, and Reuben Harveyson. Lewis was placed first in the unlimited open class at the 1935 Monte Carlo Rally Concours in the SS 1 open four-seater AHP 802. Harveyson took part in the main rally in a tiny SS2 tourer. An historic photo showing that from the earliest days of his companies, William Lyons was well aware of the value of publicity surrounding

competitive motoring. 20 x 18 o/a. Mounted, fumed and glazed. Fine. (e£25-30)

Magazines & Road Test Reprints

441. Light Car and Cycle Car, 5 May 1933 - Two-page article on the SS II also separate photo of car AF 4125. Cover loose. RS. (e£15-20)

442. Motor Sport, June 1933 - One-page article on the SS I coupe featuring car no JJ 4622. Also, ad from RAG carburettor, featured SS supplier. RS. Dusty. (e£10-15)

443. Autocar. 6 October 1933 - Three-page review of SS Cars 1934 programme also 10 pages of SS Cars ads. Spine taped and 3-inch tear at top of cover – an easy repair. VG. (e£10-15)

444. Motor, 19 March 1935 - Article on SS I dhc. Full-page Henlys ad for SS I Airline with endorsement from racing driver and record-breaker George Eyston. (e£15-20)

445. New Motoring Encyclopaedia - 11 May 1936. Part 31 of this long-running publication. 2-page review of SS Cars line-up incl. SS 100. (e£10-15)

446. Autocar, 21 Aug 1936 - Two-page article on SS range. Green-tone photo-gravure double-page fold-out 'Announcing the 1937 S.S. Jaguar' of cut-away drawing 'A revised SS Jaguar chassis' by John Palmer an in-house technical artist. VG. (e£10-15)

447. Practical Motorist, 3 April 1937 - Cover shows 2.5 litre SS Jaguar with two-page RT inside. RS. Spine thinned. Good. (e£10-15)

448. Motor, 25 May 1937 -Cover shows head-on shot of maroon saloon with SS Cars winged logo above. 2-page RT of 3.5 litre SS 100 regd no CHP 402. Age-browning and sl scuff on cover but internals are clean. VG near Fine. (e£15-20)

449. And now for something completely different! Allgemeine Automobil-Zeitung - 19 March 1938. Half-page photo-feature on 2.5 litre SS 100 regd no IA 279 412. Wonder where it is now? Fine. (e£10-15)

450. Motor, 24 May 1938 - Full-colour cover featuring green SS Jaguar saloon. No SS articles. VG. (e£10-15)

451. Autocar, 5 Jan 1940 - Two-page RT of 2½ litre saloon. RS. Centre pages loose. Please note that the war-time issues were noticeably thinner and more like the magazines of today. In particular, classified and other ads were sharply reduced. VG. (e£10-15)

452. "A Credit to the British Automobile Industry". 4-page road test reprint from 3 April 1936 issue of Autocar. Detailed specs on back. Some creasing and sl water-stain at foot. Good. (e£10-15)

453. "The 2 ½ litre SS Jaguar Saloon". 2-page reprint from the 12 May 1935 issue of Motor. Fine. (e£10-15)

454. A portfolio of six photocopies of road tests from 1933 to 1935. Five for the SS1 coupe and 2-door saloon and one for the launch of the SS Jaguar saloon. Interesting. Fine. (e£10-15 the Lot)

Miscellaneous

455. A rare full-colour ad for the SS1 and SS2 from the 21 March 1933 issue of Motor showing the SS 1 Coupe. Interestingly, the SS cars are announced as being "A Swallow Production". A reminder that 1933 was the year the SS range of saloons was launched - a major milestone in the Company's history. Fine. Very rare. (e£10-15)

456. A run of the "SS Register Bulletin" from the Jaguar Drivers' Club. July/August 1973 to July/December 1977. Fascinating contents. Fine. (e£10-15 the Lot)

457. SS Hexagon badge from the centre of the rear bumper of the saloons. An original badge showing the stamp of Wilmot Breeden, the makers, and their part no B1496. This one has been de-chromed and painted grey with the lettering picked out in black. The badge is complete and undamaged. Cleaned and re-chromed it would look superb. Good with potential for Fine. (e£50-75)

458. An interesting desk piece from Classic Stable, 3 inches tall and featuring an SS 100 radiator. Unusual. (e£20-25).

459. Reproduction set of inserts for the 1936/7 SS radiator badge. Very accurate in size and colour match and fitted with the correct BA thread studs and nuts on back. Fine. Unused. (e£40-50)

460. Sotheby's Auction at RAF Hendon - 5 Sept 1991. The Auction that sold the barn-find SS 100 2.5 litre AUK 634. Chassis 18109; engine 253151; body 4833. Cover photo and detailed description of car in text. To my eternal shame, this car was dragged out of a barn less than 15 miles from my house in Kent and I didn't even know it was there! VG. (e£10-15)

461. Superb gicleé print of John Beecham's air-brush painting of SS100 number CRW 7. Printed on high-grade textured paper. 21 x 18. Fine. (e£15-20)

462. A repainted Meccano "Modelled Miniature" no 22b. In other words, the sports coupe model within the six-item Set 22, that was released by Meccano in 1931 to complement their Hornby Dublo model railway range. This was based on the SS 1 sports saloon. This set preceded the "Dinky Toys" models from the same company, which were not launched until 1934. The die-cast body, the axles, the wheels and the tin-plate radiator shell are all original. The pin securing the top of the radiator shell appears to be newer and

was probably added at the time of the re-paint. The body has been carefully stripped using dilute stripper. There are none of the characteristic signs of the use of an excessively strong stripper. The body and wheels have then been repainted and the radiator shell carefully refitted. Rare, even as a re-paint. Fine (e£50-75)

463. A Danbury Mint pewter model of the 1936 SS1 Airline Saloon. Boxed. 1:43 scale. Fine. (e£15-20)

464. A Danbury Mint pewter model of the SS 100. 1:43 scale. Fine. (e£15-20)

465 – Not too sure about his one. It is marked as a Smiths electric car clock with their "Empire" brand shown on the face. However, I'm not at all sure that this clock was fitted to any SS model as I can't work out which car it would have been fitted to and where on the dashboard. So is this a ringer? I've priced it as a non-SS item, so you may get lucky! Untested. Sold as seen. (e£20-30)

The Eliminator!

One question that does come up from time to time is how do I settle ties. Well, I use the time-honoured method of tossing a coin.

There are around five or six ties for each auction. Those below £25 I toss myself. Above that, which has only happened once, I ask one of the ladies who help with my packing to do so for me.



This is the coin I use. It is a 1943 half-crown that I picked out of my change many moons ago because it was minted in the year I was born. It weighs nicely in the hand, unlike the blazer buttons that pass for our coinage these days!

SECTION M – MARK IV AND MARK V

Rarities and curios

466. Jaguar sales brochure for the 2.5 and 3.5 litre Mark V (1948/9) with the XK120 and XK 100 two-seater super sports. 16.5 x 11. The thick card covers are pressed to give a pigskin effect with a “metallic” title plate on the front cover. The whole is secured with a plastic comb binder. The 26 pages include “Salient Features of the Mark V Jaguar” and “Notes on the XK Engine” by Walter Haynes, then Jaguar’s Chief Engineer; detailed specifications in English, French, German and Spanish for the 2.5 and 3.5 litre Mark V, the XK 120 and the XK 100 (which did not go into production). Mk V illustrations include chassis details as well as tipped in colour plates for the 3.5 and 2.5 Saloon and the 3.5 DHC, with the top in three positions – fully closed, open only above the driver and front seat passenger (coupe de ville position) and fully opened. XK sports car illustrations include a three-quarter front air-brush painting; two pictures of the XK engine along with body details showing such early features as straight-sided windscreen pillars and the fuel filler cap inside the boot. Of especial interest to the historian are an interior photo of the Machine Shop and a full-colour full-page aerial photo of the old SS Cars factory at Foleshill. An exceptionally high-quality luxurious brochure for the austerity period immediately after the war, when the likes of paper and ink were still rationed. Also, a key brochure for any Jaguar collection marking the arrival of a new generation of Jaguar cars powered by the world-beating XK Engine. Covers rubbed and spotted and, as usual, the ink on the “metallic” title plate shows some cracking. There is a vertical fold in the centre of the cover. Lower rh corner bumped. Intermittent rubs and dust-marks internally. Good. (e£150-175).

467. A 2.5 litre radiator badge as fitted to the Mark V. Has the touch mark of Wilmot Breeden, the makers, on the back along with their part no – 7/2144/1. Also shows the radiators for fitting these wings – 1 ½ & 2 ½ (the enamel elements of the badge show the engine capacity). Unusually, there is no pitting of the chrome. Sl stone chip in enamel of “Jaguar”. A worthy member of any worthwhile collection of Jaguar badges or a fine base for restoration and return onto a car. (e£100-150)

468. A 3.5 litre radiator badge as fitted to the Mark V. Touch mark of Wilmot Breeden on back and their part no (not Jaguar’s) – 7/2357/1. Indicates fitting to radiators of cars with 3 ½ litre engines, which had larger radiators. As with Lot 467 above, there is no pitting of the chrome. Sl stone chip in enamel of “3 ½ Litre” scroll. Another worthy member of any worthwhile collection of Jaguar badges or a fine base for restoration. (e£100-150)

469. Two original P100 chrome rims for the post-war P100L headlights. They were fitted only to the Jaguar 2 1/2 and 3 1/2 litre ‘Mark IV’ saloons and dropheads. All subsequent Jaguars, Mark V onwards had headlamps in the wings. Original. Rare. Fine. (e£125-175)

470. Lucas Type FML/2 boot lamp. Box describes the lamp as “roof lamp” and it was indeed fitted as such in the cars of other manufacturers. However, for Mark IV and Mark V cars (and the XK120 and 140), it was used as a boot lamp. Fine and in original box. (e£50-75)

471. Brown card wallet w Jaguar winged logo and title on front cover inside frame. 14 x 7. Contents are 5 full-colour air-brush illustrations of the Mk V - the 3.5 and 2.5 saloons and the 3.5 DHC, with the top in three positions – fully closed, open only above the driver and front seat passenger (coupe de ville position) and fully opened. All have outline specs on the reverse. Also included is a four-page folder of colour schemes for the Mark V and the XK 120 along with a separate price list. It is very rare to see this wallet with the complete set of five illustrations plus both the colour schemes booklet and the price list. Fine contents in VG wallet. (e£100-150)).

472. Second brown card wallet with a complete set of illustrations as for Lot 471 above. Also has the colour schemes booklet but lacking the price list. Fine illustrations in VG wallet. (e£100-140)

473. “Jaguar Service Manual for Mark V Saloon and Coupe Models. 1949-1950.” 9 x 11.5. . An original Jaguar factory publication that has been rebound with a hard-back cover – sensibly, as the original plasticised cars covers marked badly. Well over 200 pages and profusely illustrated with a huge number of photographs and exploded diagrams (useful for dismantling and reassembly!). Section A is Operating & Maintenance and general data. Later sections deal comprehensively with workshop operations. B – Engine. C – Carbs & Fuel System. D – Cooling System. E – Clutch. F – Gearbox and Overdrive. G – Prop Shaft. H – Rear Axle. I – Steering. J – Front Suspension. K – Rear Suspension. L – Brakes. M – Chassis. N – Coachwork. O – Air Conditioning. P – Electrical. The title-page has some staining but there are only intermittent finger marks internally. This copy looks to have come from an owner of one of the cars, rather than a commercial garage or workshop. Covers are VG. Internals show light usage only and are VG to Fine (e£50-75)

Misc Literature

474. M/7 “The New Mark V Jaguar on 3.5 and 2.5 Litre Chassis – Preliminary Announcement” 6-page folder. 9.5 x 12. Orange tint. Illustration of Mk V Saloon spread across two inside pages. One page lists “Salient Features” with General Specification on back. An exceptionally clean copy inside and out. Fine. (e£40-50)

475. "The New Mark V Jaguar on 3.5 and 2.5 Litre Chassis – Preliminary Announcement" 6-page card folder. 9.5 x 12. Blue tint. Illustration of Mk V DHC spread across two inside pages. One page lists "Salient Features" with General Specification on back. An exceptionally clean copy inside and out. Fine. (e£40-50).

476. Mark IV DHC. Four-page card folder with striking red, gold and white cover. Centre spread shows photos of the car with the top in three positions – fully closed, open only above the driver and front seat passenger (coupe de ville position) and fully opened. Specs on back. Creased top to bottom and left to right. Some rubs. Good. Rare. (e£40-50)

477. "The Jaguar Mark V" – Reprinted from 1 October 1948 issue of Autocar. 4-page folder. Superb cut-away drawing by John Ferguson across centre spread. Sl edgy o/w VG. (e£10-15)

478. "Jaguar 3 ½ Litre Mark V Saloon" – RT reprint from 8 July 1949 issue of Autocar. 4-page folder. Well-illustrated. Horizontal mailing crease o/w VG. (e£10-15)

479. "The Jaguar 3 ½ Litre Saloon Mark V" – RT reprint from 5 April 1950 issue of Motor. 4-page folder. Central mailing fold. VG. (e£10-15)

480. "The Jaguar Programme" – review reprinted from Autocar. No date. Fine cut-away drawing by R. E. Poulton, with chassis and mechanicals highlighted in blue tint. Some sl creasing o/w VG. (e£10-15)

481. Motor, 21 September 1949. Mark V on cover and Jaguars reported briefly inside. VG. (e£10-15)

482. Autocar, 7 October 1949. London Show Review issue. Mark V on cover. Jaguars briefly inside. (e£10-15)

483. Girling Equipment on the Mark IV and Mark V. 11 x 9. Three-page folder dealing with general maintenance of the brakes. Filing holes to left torn o/w Fine. (e£10-15)

Photos

484. Two early photos of Mark V. One original Factory photo of. 8 x 4.5. with factory and date stamp on back - 24 Sep 1948. Also original Factory photo of DHC. Sl larger but very similar in style to the saloon photo and probably taken at the same time. 9.5 x 4. Both Fine. (e£10-15)

485. Tightly-cropped shot of the front end of a Mk IV. Taken from the left. 12 x 8. Fine.. (e£10-15)

486. Tightly-cropped head-on shot of a Mark IV radiator. 9 x 7. Fine. (e£10-15)

487. Mark V (KVC 442) and Mark VII (JWK 345) parked side by side, probably "round the back" at Browns Lane. Gives an interesting comparison between the rear-end treatment of the two cars. 8 x 6. Fine. (e£10-15)

488. Mark V saloon (EOH 370) parked outside Wappenbury Hall, the then home of Sir William Lyons. 7 x 5. Fine. (e£10-15)
Finally

489. Danbury pewter model of the Mk V saloon. 1:43 scale. Fine. (e£15-20)

NOTES

SECTION N – XK 120, XK 140 AND XK 150

Rarities & Curios

490. A copy of the very rare leather-bound version of "XK in Australia" with an XK120 radiator badge set into the cover. This superb book stands in the front rank of the Jaguar library as a testament to years of diligent research and scholarship. Co-authored by John Elmgreen and Terry McGrath, two luminaries of the Australian Jaguar scene, this book was published in New South Wales in 1985. It is a large book - 10 inches by 13.5 inches in size and 373 pages in length. Publication was limited to 1000 numbered copies. There were three basic editions of the book – first, the standard buckram-bound book, with or without a dust wrapper (see Lot A/62). Secondly, a leather-bound edition with no badge. Finally, this superb edition with a full leather binding and a facsimile XK120 bonnet badge set into the cover. All editions were numbered within the same 1-1000 run but it is believed that only 30-40 copies were produced with the badge. This copy is No 104. It is in excellent condition and appears to be unread internally. The spine and part of the front cover have been sunned and only this prevents a "Fine near Mint" grading – and a higher estimate!. (e£850-950)
491. Smiths speedometer X51891/35 for XK120 with 3.54 Salisbury axle. Jaguar part no – C5289, I believe this has been reconditioned or may even be NOS, but can't confirm and this is reflected in the estimate. Fine. Rare. (e£200-300)
492. A Lucas Type 469 number plate and reverse light as fitted to the XK 120. It was listed by Lucas with part number 572347 and the same part number is used by Jaguar in the XK 120 parts book (see below). This is NOS and in its original box. Fine. Unusual. (e£80-90)
493. XK150 & XK150S Spare Parts Catalogue – Volumes 1 and 2. Plastic ring-binders. Pub Nos J29/1 and J29/2. Both first published in December 1960. Both volumes have seen wear to front pages and occasional finger prints throughout. I suspect these are either library copies or from a garage that did little XK150 business. Volume 1 deals mainly with principal mechanical and electrical components and Volume 2 focuses on bodywork. XK150S items are listed separately. Owners of these cars will know that these Catalogues are not seen very often and very rarely offered as a pair. VG nr Fine. (e£250-300)
494. Spare Parts Catalogue for XK120 FHC. Pub no J/11. Dated June 1953. 30 pp. Some spotting inside back and front covers (as usual) o/w clean internally and externally. VG near Fine. (e£100-125)
495. Spare Parts Catalogue for XK120 DHC. Pub no J/13. Dated June 1954. 71 pp. Covers show signs of wear and there is the usual spotting inside back and front. Some light finger-prints o/w generally clean internally. VG. (e£100-125)

496. Original Jaguar XK - The Restorer's Guide by Philip Porter. Leather-bound limited edition. Copy No 4 of 120 – **signed by Philip**. Bound in brg leather. Fine. (£50-75)

Brochures

497. Jaguar Type XK – Probably the fourth issue of the maroon launch brochure. 14½ x 10. 8pp including cover. There is now no mention of the still-born XK 100. Airbrush illustrations still show features from the prototype car that did not make it into production such as the straight-sided windscreen and the filler cap inside the boot. This copy shows only light signs of wear and some sl edginess as may be expected from a brochure that is nearly 70 years old. Fine. (e£50-75)
498. 'Jaguar XK 120 Fixed head Coupe' - A large four-page fldr w orange panel on front and spot orange throughout. 15 x 10. Glossy paper. Has two stamps from British Motor Cars dealership in Monterey, California at top left and lower right. Sl edgy but clean. VG. (e£20-25)
499. "Jaguar XK 140 models" - The card-covered brochure. 11 x 8. 12 pp. One of the last of the Company brochures to be illustrated principally by the stunning air-brush artwork that had been such a feature of Jaguar brochures. Includes ots, fnc and dhc models plus a piece on the XK engine. Colour schemes on the back page. Specs include Special Equipment model. Glossy cover v sl rubbed on spine o/w VG nr Fine inside and out. (e£70-90)
500. Jaguar XK 140 - A superb large four-page card folder for the US market. 17 x 8. Pub ref CXK-100m. Striking use of just three colours – red, black and gold – on white card. Shows white roadster on the cover and the same car inside along with the dhc and fnc. Specs and new features on back. The gold metallic ink often rubs badly and picks up finger-prints quickly but not in this example, which only shows very light rubs. Fine, nr Mint and very rare in this condition. (e£70-90)
501. "The New XK 150 Disc Brake Jaguars". The XK150 launch brochure. Duplex thick card folder. 12.5 x 8 opening to 25 x 16. 8 pp. Print ref - 30m. 6.57.E.E. The XK 150 was launched in 1957 so this is a very early issue of the brochure. If you have an early XK150, this is the one for you. Front & rear covers rubbed and spotted w some damp warp. Fresh & unmarked inside. Good. (e£20-25).
502. "The XK 150 Disc Brake Jaguars." Duplex thick card folder. 8 pp. 12.5 x 8 opening to 25 x 16. Print ref - 30m.2.60.A.E. A later, 1960, issue of the brochure. An exceptionally fresh and clean copy inside and out. Fine. (e£40-50).

503. "The XK 150 Jaguar Roadster" 1958 - The large folder w blue-grey cover in metallic ink. 13.5 x 9.5 4pp. Print ref 100m/3/58. Printer AB & S Ltd. Three XK 150 models are described in the Specs on the back page - Standard, Special Equipment and "S" Type. This is the only brochure Jaguar issued for the XK150S. The metallic ink on the covers rubs and creases very easily and has done so here. Internally there is some sl creasing, but generally clean. Good. (e£40-50)

504. "The XK 150 Jaguar Roadster" Late 1958 - The large folder w blue-grey cover in metallic ink. 13.5 x 9.5 4 pp. A second copy with print ref 100m/12/58. Printer AB & S Ltd. Three XK 150 models are described in the Specs on the back page - Standard, Special Equipment and "S" Type. This is the only brochure Jaguar issued for the XK150S. As above, the metallic ink on the covers rubs and creases very easily. There are also sl tears at top and rh side. Good. (e£30-40)

Technical

505. XK 150 Driver's Handbook. Pub. ref. E/111/2. 72 pp. 7 x 9.5. Includes the rare 4-page folder "Supplementary Instructions for the XK 150 Open 2-Seater and the XK 150S Model". Also has various stick-in amendments at the back and the red-top Maintenance Chart is inserted loosely at the back. Manuscript dedication inside front cover. Sl spotting on title page o/w clean internally and externally. VG. (e£75-95)

506. XK 150 Driver's Handbook. A second copy, this one Pub. ref. E/111/1. 67 pp. 7 x 9.5. Red top Maintenance Chart in the back. Most of the book has a water mark at the lower rh corner. Does not affect the text nor does it touch the Maintenance Chart. A working copy for the garage? Good. (e£20-30)

507. "Dunlop car disc brakes for XK 150 - Descriptive and Maintenance Notes". 14 pp. 11.5 x 9. Manual DM.1174. A card-covered loose-leaf binder published by Dunlop (makers of the disc brakes fitted to Jaguars) and dated 1956. Cover and internals Fine near Mint. (e£20-25-20)

508. "Supplement to the Mk VII and XK120 Service Manual for XK140 model". 29pp with own index. No ref and undated. Covers variations in technical data, equipment, etc. Front sheet very dusty but rest are fresh and clean. Important set of papers for the XK140 owner. VG (e£25-30)

509. "Supplement to the Mk VII and XK120 Service Manual for XK150 and XK 150S models". 42pp with own index. No ref and undated. Covers variations in technical data, equipment, etc. Front sheet creased, dusty and edgy. Corners bumped. Internally generally fresh and clean. Important set of papers for the XK150 or, especially, the XK 150S owner. VG (e£25-30)

510. "The SU Carburettors as fitted to the Jaguar 3.4 litre XK150S". A four-page folder from the SU Company. Print ref AUC9701. Used, edgy and with some creasing but fully usable. Contains important information on the triple carbs fitted to the XK150S engine. Good. (e£10-15)

511, "Girling Equipment on the Jaguar XK150 (clutch only). Single-page flier. VG. (e£10-15)

Models

512. XK120 FHC model by Prameta of Cologne. Made in the British Zone of occupied Germany. The occupation ended in 1949, so this model must have been released within months of the XK120's launch in 1948. 6 inches long and 2 inches wide. Heavy in the hand. With original box in Fair condition (flap missing). These models were made in several colour schemes and this one is chrome with silver-blue windows. Powered by clockwork and the "traffic policeman" key for the mechanism is present but looks to be a reproduction. In good working order. VG near Fine. (e£100-150)

513. XK120 fhc. Dinky no 157. Deep yellow. Unboxed. Fine. (e£30-40)

514. XK120 fhc. Dinky no 157. Two-tone with maroon over turquoise. Unboxed. Fine. (e£30-40)

515. XK120 ots. Made by Burago. BRG. Scale 1:18. Mint model in VG box that has seen a little wear. (e£15-20)

516. XK120 ots. Made by Ertl. Cream. Scale 1:18. Fine model. Unboxed. (e£15-20)

517. XK120 ots. Made by Danbury Mint. Silver-grey. Scale 1:24. Mint boxed with documentation. (e£15-20)

518. XK150 fhc by Oxford. Bluebird Blue. Ref – JAGXK150006. Scale 1:43. Mint Boxed. (e£20-30)

519. Danbury pewter model of the XK 120 ots. 1:43 scale. Fine. (e£15-20)

520. Four-page, full colour folder for XK120 pedal car. Produced in a limited edition of 500 by Dieter Strasse a German Jaguar enthusiast and XK120 collector. Exceptionally fine attention to detail in the cars. Fine. Unusual. (e£10-15)

Misc

521. The official Royal Mail presentation pack for the Classic Sports Car series issued in 1996. The Jaguar flag is flown by John Mayston-Taylor's black ots – KWR 264 (see Lots 79-84). Fine. (e£10-15)

522. An XK150 ots publicity photo. 8.5 x 6.5. Probably posed in one of the several parks Jaguar used for such photography in and around Coventry. Fine. (e£10-15)

523. XK150 fhc posed at the roadside. Card mounted. 12 x 10 overall. The first letter of the number plate is hidden but the rest are ?DU 984. The car appears to be professionally lit for the photography and the tyres have been polished up, so probably another press or PR photo. Card-mounted. Fine (e£10-15)

524. Set of 15 b/w snapshots of XK150 dhc – all different. Car is lhd w white sidewall tyres. Taken inside in a bare room with a wooden floor. Shown with hood up and down and with passenger door and boot open. I suspect these were taken at Browns Lane by an in-house or press photographer. Rare, probably unique. Fine. (e£15-20)

525. XK150 Specification Sheet. From the launch press pack and carrying the embargo notice on the front “The contents of this specification must not be made public until May 22nd, 1957”. Cover sheet and 3 pages. Sl rs top left. Manuscript date top right – 21/5/57. Rare. VG. (e£15-20)

526. “List of colour schemes for “XK” two-seater super sports models”. An original Roneoed single-sheet flier from Jaguar for the XK120. Dated July 1949. 12 colour schemes are listed showing coachwork and interior colours. Very rare. Fine/(e£10-15)

527. “The XK Series”. Booklet No 4 in the well-known Profile Publications series. 10 pp. By “John Appleton” pen-name of Andrew Whyte. Fine. (e£10-15)

528. Collection of 14 contemporary Road Tests and similar articles on the XK120. All different and dates run from 1948 to 1955. Mainly from Motor and Autocar but also Automobile Engineer and Autosport as well as Road & Track from the States. All are VG to Fine condition. Rarely seen in this sort of quantity. (e£20-30 the Lot)

529. Two road tests of the XK150S reprinted from Motor and John Bolster in Autosport. Fine. (e£10-15)

530. Road test of the XK140 fhc reprinted from Autocar, 9 December 1955. Fine. (e£10-15)

531. A broken run of over 50 different copies of the “XK Bulletin” produced by the XK Register of the Jaguar Drivers’ Club. They span 5 years from 1973 to 1978 with Jeremy Broad as Editor for most of that time and Philip Porter taking over latterly. Many fascinating stories about XK people and XK cars with hordes of photos. Should help the winter evenings pass while your cat is hibernating! (e£30-40 the Lot)

532. Original XK140 radiator badge. Metal and enamel. Almost invisible scratch across front. I suspect that this was owned by a badge collector at some stage as the two mounting posts at the back have been removed. The estimate reflects this. (e£30-40)

533. XK150 plastic injection radiator badge. Probably repro and estimated accordingly. Fine. (e£10-15)

534. Elegant, cropped shot of the rear of a red XK150 with chrome-plated luggage rack fitted. 16.5 x 21. Mounted, framed and glazed. Fine. (e£15-20)

NOTES

SECTION O – MARK VII, MARK VIII AND MARK IX

Rarities & Curios

535. The showroom poster produced by Jaguar to mark the launch of the Mark VII "M" in 1954. 35 ins x 22 ins. A striking image by the artist Frank Wootton who held a number of commissions from Jaguar at this period. Interestingly, it is clear from the image that Wootton painted on canvas rather than paper as the texture is visible. An original poster in VG condition and rarely seen thus. (e£100-150)

536. Dunlop Anti-Skid Unit. Test report 293 on the Mk IX. 12 pp. plus 20 annexes showing photos, line-drawings and various oscilloscope printouts. 9 x 13. Dated Jan 1958, this is an extremely rare item and there can surely have been few copies produced. The introduction is valuable in laying out the methodology of the testing and the variations introduced to examine different conditions. Dunlop conducted these tests as the Mk VII was fitted by disc brakes developed by Dunlop's Aviation Division. It may or may not have been relevant that this division was right next door to Jaguar's old factory at Foleshill in Coventry! VG nr Fine. (e£20-30)

537. Original line drawing of Laycock de Normanville Over-drive as fitted to Mark VII, Mark VIII and Mark IX saloons (and others). 21 x 15. By Leonard Clow. Autocar stamps on back show that this drawing was used in three issues of Autocar – the 15 January and 26 March 1954 issues and much later in the 23 July 1973 issue. SI dust at foot. Top r/h corner bumped o/w VG. A rare survivor with firm provenance from the Autocar archives. (e£40-50)

538. Interesting proof that even the professionals get it wrong! A shot of a Mark VII posed in front of Lady Godiva of Coventry, but with a most hideous mish-mash of buildings as a back-drop that completely ruins the effect. I understand that this was only used briefly in showrooms before Sir William caught sight of it and banned it immediately. As a consequence, few have survived. A large image – 19 x 15. Single crease running along the left side of the image for a distance of some 10 inches. This could easily be trimmed without upsetting the balance of the photo. VG. (e£10-15)

539. The standard two-tone blue folder enclosed in a grey/blue card wallet with the Jaguar wings in blue and white on the flap of the wallet. The folder is not rare but the wallet is. Fine folder in VG wallet. (e£15-20)

Brochures

540. Large Mark VII brochure – pale cream card covers pressed to give "hessian" effect. Maroon label and "Jaguar" in gilt. 14.5 x 10. 12pp. Latest competition success is 1950. Colour scheme No 20 not listed. Printed by Adams Bros & Shardlow. SI spotting upper right. VG. e£20-25)

541. Large Mark VII brochure – darker beige covers pressed to give "hessian" effect. Maroon label and "Jaguar" in gilt. 14.5 x 10. 12pp. Latest Competition success is 1950. Colour scheme No 20 not listed. Printed by Adam Bros & Shardlow. VG nr Fine. (e£20-25)

542. Large Mark VII brochure – pale blue covers back to "hessian" effect. Dark blue label and "Jaguar" in darker blue and raised ink. 14.5 x 10. 12pp. Unusually, this is printed by W. W. Curtis. Competition successes to 1951. Colour scheme No 20 not listed. VG to Fine. (e£20-25)

543. Large Mark VII brochure – darker beige covers pressed to give "hessian" effect. Maroon label and "Jaguar" in gilt. 14.5 x 10. 12pp. Latest Competition success now 1953 and significant changes to colour schemes - 13, 14, 15, 20 and 26 are all unlisted and two new schemes added - 27 and 28. Printed by Adam Bros & Shardlow. VG nr Fine. (e£20-25)

544. A copy of the Advance Particulars issued by Jaguar in October 1950 before the launch of the Mark VII that year. A four-page heavy paper folder with "General Information and Specifications" on the front, more detailed "Specifications" in the centre pages and a blank back page. What sets this one apart from the crowd is that it comes in its original envelope, which is much scarcer than the folder itself. Fine folder in Very Good envelope. (e£20-25)

545. "Preliminary Information. The New Jaguar Mark VII Saloon" Four-page leaflet. 8 x 4.5. Specs inside left and grey-tone illustration on right. Rare. VG. (e£10-15)

546. "Announcing The Sensational Mark VII Saloon". 16 x 10 sheet of heavy laid paper folded down to a four-page folder. 8 x 5. Printed in b/w on one side. Notwithstanding the use of the word "Saloon" instead of "Sedan", this was for the US market. Fine. (e£10-15)

547. "Announcing the Sensational Mark VII Saloon". A second copy with stamp of US dealer Clarence Talley Auto Co of Dallas top right. Fine. Fine. (e£10-15)

548. "The Distinguished Mark VII Saloon". 16 x 10 sheet of heavy laid paper folded down to a four-page folder. 8 x 5. Printed in b/w on one side. Again, for the North American market. Back cover sl rubbed o/w Fine. (e£10-15)

549. Mark VII "M". Four-page folder 12 x 8 opening to 24 x 8. Brick-red cover and spot colour w mono illustration inside. New features and specs on the back. Fine. (e£10-15)

550. 'The New Jaguar Mark Eight' - Well-known two-tone blue card fldr with the superb air-brush illustration of the saloon inside. Complex card fldr. 12.5 x 6.5 opening to 12.5 x 19.5. SI rubbed on cover o/w VG. (e£10-15)

551. 'The New Jaguar Mark Eight' – This copy of the well-known two-tone blue fldr is from a different printing. The dark blue is darker and it is printed on gloss paper rather than card. One for the specialist Mark VIII owner? VG. (e£10-15)

552. "Jaguar Mark VII Saloon". Four-page leaflet. 8 x 4.5. Specs inside left and grey-tone illustration on right. Same English text as Lot 545 inside. Cover over-printed in French for the Paris distributor CH. F. Delecroix. Rare. VG. (e£10-15)

553. "The Jaguar Mark IX – 4-page card folder w George Bishop artwork on cover. Many photos internally. Specs on back. Manuscript price in dollars on cover. Rubbed. Good to VG (e£10-15)

Tech Books

554. Mk VII Driver's hbk. Maroon card covers with maroon label. No ref. Dated 31/1/51. 6 x 9.5. 64 pp. Two stickers on inside cover, one about brakes the other a list of addenda. Generally clean inside and out. VG. (e£30-35)

555. Mk VII Driver's hbk. Maroon card covers with yellow label. Pub. ref. RP 5. 6 x 9.5. 64 pp. Two stickers on inside cover about brakes. Sl watermark top right. No oily finger-marks. Good to VG. (e£25-30)

556. Mk VIII Driver's handbook. Sage green card covers. 69 pp. 6 x 9.5. Print ref – E/109/1. Cover v sl creased. Internals clean with no oily finger-marks. VG. (e£25-30)

557. "Spare Parts Catalogue for Jaguar Mark VII Models (2nd Edition)". Pub No J.21, which superseded J.9. Dated July 1957, 241 pp. 9 x 11. Covers lhd and rhd cars. Illustrated with a number of exploded diagrams. This is an exceptionally fresh and clean office copy that has seen very limited use and has been nowhere near any workshop. VG near Fine. (e£50-75)

558. Service Manual for the Jaguar Automatic Transmission (Borg Warner) plus Supplement. Manual ref is RP 1. Supplement ref is E/108. The Service manual is the original manual for the Mark VII auto transmission. The Supplement has changes relevant to the later Mark VIIs and also Mark VIII and IX. Two books that complement each other but are rarely seen together on the market. Both books have seen wear. VG Manual and Good Supplement. (e£20-25 the pair)

559. "Jaguar Service Manual for Power Assisted Steering as fitted to the Mk VII and Mk IX Models". 13-pages held in maroon two-post binder. 9 x 11. Clean and unmarked. Fine. (e£15-20)

560. "Jaguar Mark VII Model – Vac-Hydro Brake Servo". 11-page booklet. 9 x 10. Dark green card cover. Also includes a copy of Jaguar Service Bulletin No 96 dated August 1951, which covers the Mark VII servo unit. Cover dust-staining w central mailing fold. Spotting on title-page, RS. Good. Seldom seen. (e£10-15)

561. Service Manual for the Laycock de Normanville Overdrive Unit as fitted to the Jaguar Mark VII overdrive model. Undated. 18 pages. 8.5 x 11. Print code RP 1. Cover dusty. Internals unmarked. VG. (e£15-20)

562. "Supplement to Mark VII and XK 120 Service manual for Mark IX Model. 28 pages w own index. No ref and undated. Covers variations in technical data, equipment, etc. RS but front sheet and internals are fresh and clean. Important set of papers for the Mark IX owner. Fine. (e£20-25)

563. "Operating and Maintenance Handbook for the Jaguar Automatic Transmission fitted to the Jaguar Mark VII Model". 7-page booklet w deep red card covers. Pub ref RP 2. Includes tipped-in amendments. Fresh and clean inside and out. Fine. (e£10-15)

564. "Removal & Replacement of Door Locks – Jaguar Mark VII Saloon". 10 x 8. 14pp booklet by Wilmot Breeden, the makers. Pub ref – JR-VIIS-&-53. V sl RS. Covers rubbed. Sl spotting internally. Good. (e£10-15)

565. "Wood Garnishing's for Jaguar Cars." Six-page leaflet by "CIBA (ARL) Ltd", about the use of their glues and other chemicals in creating the interior veneers for the cars and other wooden pieces such as the tool-box trays, Features the Mark VIII. Fascinating! Rare. Fine. (e£10-15)

566. Service Instructions for the Tecalemit Lubricating Oil filter as fitted to the Jaguar Mark VII 3½ litre. 4 pp folder. 5 x 8. Fine. (e£10-15)

A Miscellany

567. "Genevieve" by Harry Smedley. BCA 1983. 8.5 x 11. The story of one man's labour of love after selling the Mark IX he had bought new then finding it several years later and restoring it to its former glory. A narrative tale, not a "how to do it" manual and a must-have for any Mark IX owner. Fine. (e£10-15)

568. "Jaguar Will Display Latest Models in N. Y. International Motor Show – New Mark IX to be Introduced here". 4 pp Jaguar News Bulletin from their US HQ embargoed 20 March 1959. Leads on Mark IX but also mentions XK150 and XK150S. Fine and very rare in this condition. (e£10-15)

569. "The New Jaguar Mark VII Sedan for 1951! 3-page roneoed leaflet announcing the arrival of the Mark VII to join the XK1200 sports cars and the Mark V saloons and dhc. US dollar price \$3,875.00. This is not on company-headed paper but is almost certainly from Jaguar's N American HQ. VG nr Fine. (e£10-15). VG nr Fine. Rare. (e£10-15)

570. "Jaguar Mark VII. Now with automatic transmission". Single-page flier from Pittsburgh dealer "Motor Sport Inc." Centre horizontal mailing fold o/w Fine. Rare. (e£10-15)

571. "Grace, Space, Pace". Autosport edition for 29 May 1953 with superb full-colour cover featuring the Mk VII and the famous Jaguar slogan of the era. Clean. VG. (e£10-15)

572. A Danbury Mint pewter model of the Mark VII. 1:43 scale. Fine. (e£15-20)

573. "Rent Your Car" – A four-page leaflet for Victor Britain, car-hire specialists. 4 x 9. Front cover shows illustration of a Mk VII airport pick-up. Very unusual and I'm always surprised and delighted to see items like this that have survived for over 60 years!. Fine. (e£10-15)

NOTES

SECTION P – MARK 1, MARK 2, 240, 340, 420 AND S TYPE

Rarities and Curios

574. "New Jaguar 420 and 420 G Saloons and new Daimler Sovereign Saloon". Launch press pack for these cars. 50 pp in black card cover w separate section for Daimler Sovereign. 8 x 12. Text only, photos were supplied separately. Has label w embargo dates on front cover – 13 October (1966) for the Jaguar details and 17 October for the Daimler. Spotting on cover o/w VG. (e£15-20)

575. Jaguar Cars Technical data sheet no. TD41SHT1. Ref. no. BSK4779.SHT.1. For 240 & 340 and Daimler 250. Line-drawing on heavy translucent draughtsman's paper (skins). Some sl markings and creasing. By 'Jaguar Cars Ltd Coventry'. Side-on shot with dimensions shown for attack and departure angles, wheelbase and overall length. Very unusual. VG. (e£20-25)

576. Royal Automobile Club report on Mark 2 performance on BP 100,000-mile road trial. Trial began on 24 May 1961. Details mechanical condition of engine at the end of trial, plus acceleration test, and oil/fuel consumption. Overall an impressive performance! Horizontal mailing crease o/w Fine. (e£10-15)

577. 'Jaguar Repair Manual for Integral Body/Chassis Construction,' 18 pp. 9 x 11. This well-used booklet is part of Jaguar's engineering history. The 2.4 Mark 1 was the first of the company's saloons to be built with a monocoque structure. The separate chassis was done away with and mechanical components such as engine, gearbox, suspension and steering were mounted directly onto the body, which serves as the chassis. This booklet covers repair procedures for the load-bearing body, checking alignments, welding methods and a listing of the relevant part numbers. Good. Rare. Historic. (e£20-25)

578. "Mark 2 by Callum". 27 pp. 11 x 8. Ian Callum is Jaguar's Director of Design. Working with Classic Motor Cars, one of the world's leading classic Jaguar restoration companies, he has created his own take on the Mark 2 and this brochure outlines the changes he has made to the original – and why. Mint. Unusual. (e£15-20)

Brochures

579. "The Jaguar Two Point Four Litre". Mono complex fldr. 10 x 8 opening to 20 x 16. Notes that the car is now available with disc brakes and automatic transmission. Specs include a Special Equipment model. Manuscript date on cover – 10/10/57 o/w fresh and clean. Fine (e£10-15)

580. "A new and exciting Jaguar - The 3.4 Litre" - Heavy card 4-page folder for the launch of the 3.4 Mark 1 in 1957. 14 x 9. Mono with spot red. Some sl spotting on covers. Internals fresh and clean. VG. (e£10-15)

581. "Jaguar 3.4 and 2.4 Litre Saloons" - The later complex folder. 10 x 8 opening to 20 x 16. Issued after release of the 3.4 litre car. Mono with spot red. VG. (e£10-15)

582. "Jaguar 3.4 and 2.4 Litre Saloons' Complex folder. 10 x 7.5 opening to 20 x 22. 'Now available with disc brakes'. Distinctive red and black front with "Jaguar" in gold and growler horn-push below. Internally in full colour. Sl rubbing on edges but generally fresh and clean. Fine. (e£10-15)

583. "Jaguar Mark 2 Models" - 12 pp brochure w brown laminated front bearing 3 badges for 2.4, 3.4 and 3.8 litre. Plastic spiral binding. Unusually this catalogue was printed in Belgium by M. Chalot. This company picked up a substantial amount of business from Jaguar during the UK printers' strike in June-August 1959. An exceptionally fresh and clean example, inside and out with no staining under the cover laminate as is so often the case. VG near Fine. (e£20-25)

584. "La Jaguar, Mark 2 type 2.4 Litres" – single page flier in French from the Belgian Motor Company SA of Brussels. 12 x 9. Maroon car outside Wappenbury Hall on front and specs on the back. Manuscript date on back "1961". Fine. Unusual (e£10-15)

585. 2.4 Litre Mark 2". Single page flier in English from N V Lagerwijn of The Hague. 12 x 9. White car outside Wappenbury Hall on front and specs on the back. Manuscript date on the back "1961". Fine. Unusual (e£10-15)

586. 'Jaguar 3.8 Sedan' - Four-page card fldr for the American market. 11 x 8.5. Full-colour photography inside and specs at the back. Unmarked. Fine. (e£10-15).

587. "Motoring Press Salutes Jaguar 3.8 Sedan" – 4-page folder opening bottom to top. Gold spot colour. Four lengthy press quotes inside. Minimal data on back. Fine. (e£10-15)

588. 'Jaguar 3.8 Sedan' – Portrait format fldr w flap to left. 8.5 x 11 opening to 12 x 11. For the North American market. Gold spot colour minimal data on back. Fine. (e£10-15)

589. "Jaguar – Grace...Space...Pace". Single page card flier for Mark 2 from Bryson Industries (SA) Ltd of Adelaide. 9 x 11. Blue car in parkland setting on front and specs on back. Sl edgy and marks on back where adhesive has been used to mount in album. Does not affect the text. Good. Rare. (e£15-20)

590. "Jaguar 240 and 340 Models", 4-page skirted card folder w cover showing airport scene. 11 x 8. Full colour photos inside and specs on back. Cover v sl rubbed. Internals exceptionally fresh and clean. VG nr Fine. (e£10-15)

591. "Jaguar 3.4 and 3.8 'S' Models" Full-colour launch S-type brochure. 11 x 9. 10 pp. Green "silk-effect" cover w two badges. Comb-bound. Front cover edgy lower left. Back cover bumped lower left corner. Internals fresh and clean. VG (e£10-15)

592. "Jaguar 3.4 L 'S' et 3.8L 'S'. Single-page mono flier in French from Paris distributor Ch. Delecroix. Car posed in coastal scene. Sl edgy o/w VG. Rare. (e£10-15)

593. "Jaguar 3.8 'S' Sedan. 4-page full colour folder for the US market. 11 x 9. Fine. (e£10-15).

594. "Jaguar 3.8 'S' Sedan. Single-page mono flier for the US market. 11 x 9. Fine. (e£10-15).

595. "Jaguar 3.8 'S' Sedan". Single-page colour flier for the US market. 11 x 9. Fine. (e£10-15)).

596. "The New Jaguar 420" 4-page skirted card launch folder for the 420. Brick red front cover. Full colour inside. Specs on back. Back rubbed o/w VG. (e£10-15)

597. "Jaguar 420 4.2 Litre Saloon! Single-page full colour flier showing maroon car in rural setting on front and specs on back. Sl markings at foot on back o/w VG. Not seen very often. (e£10-15)

598. "Jaguar 4.2 Sedan" Four- page colour folder for the US market where the '420' designation was not used. Fine. (e£10-15)

599. 598. "Jaguar 4.2 Sedan" Single page colour flier for the US market where the '420' designation was not used. Fine. (e£10-15)

600. "Jaguar 4.2 Sedan" Single page mono flier for the US market where the '420' designation was not used. Fine. (e£10-15)

Books

601. "Original Jaguar Mark I/Mk II – Restorer's Guide to Mk 1, Mk 2, 240/340 and Daimler V8" by Nigel Thorley. H&S. 2008. 95 pp. 9 x 12. Fine. (e£10-15)

602. "Jaguar S-type and 420". A "Road Test' Limited Edition from Brooklands Books. 92 pp. Includes reports from Europe, North America, Australia and South Africa. Fine. (e£10-15)

603. "Jaguar Mk 1 and Mk 3 – The Complete Companion" by Nigel Thorley. Hamlyn. 1986. 166 pp. 8 x 10. Also covers 240/340 and Daimler V8. Fine. (e£10-15)

604. "Jaguar S-Type and 420 – The Complete Story" by James Taylor. Published by the Crowood Press in 1996. This book remains the bible for owners of these two Jaguars and it also touches on the contemporary Daimler Sovereign. Fine, unmarked book in Fine d /w. Not seen very often. (e£30-35)

Technical Publications

605. 2.4 litre Mark 2 handbook. 7 x 9. 86 pp. Pub no E/117/3. This is the fourth edition (the first edition was E/117) so if you have a car from the early 1960s, this is the handbook for you. Includes maintenance chart. Covers sl rubbed but internals fresh and clean. Fine. (e£15-20)

606. 3.8 litre Mark 2 handbook. 7 x 9. 84 pp. Pub no E/115/9. This is the tenth edition (the first edition was E/115) so if you have a car from the mid to late 1960s, this is the handbook for you. Includes maintenance chart. Covers sl rubbed and manuscript price on title page o/w fresh and clean. VG to Fine. (e£15-20)

607. 240 handbook. 7 x 9. 62 pp. Pub no E/147/2 – the third edition. Includes maintenance chart. SL mark on front cover o/w fresh and clean inside and out. Fine. (e£15-20)

608. "Spare Parts Catalogue for Jaguar Two Point Four Litre Model". 9 x 12. 162 pp. Pub no J 20 published December 1956. Two-pillar binding. Front cover worn and easing at top. Back cover rubbed. Internals unusual clean with very few greasy finger marks. Good to VG. (e£25-30)

609. "Spare Parts Catalogue for Jaguar Three Point Four Litre Model". 9 x 12. 169 pp. Pub no J 22 published September 1957. Two-pillar binding. Covers v sl rubbed. Internals exceptionally fresh and clean. This is an office copy that has not been near the workshop or garage. Fine and rare in this condition. (e£30-35)

610. 2.4 Mk 2 and 240 Spare Parts Catalogue. A pale blue plastic ring-bound volume in its original mailing box. Pub No J.33, first published April 1964 and this revised edition issued December 1969. For Chassis (2.4) 100001 onwards and (240) IJ.1001 onwards and LHD equivalent. A highly detailed manual of 200 plus pages, good line drawings and clear text. Apart from some sl rust on the bindings the internal pages are completely unmarked. Fine nr Mint and very rare in this condition. (e£30-40)

611. 2.4 Mk 2 and 240 Spare Parts Catalogue. A second copy without the box. Pale blue plastic ring-bound volume. Pub No J.33, first published April 1964, this revised edition issued December 1969. For Chassis (2.4) 100001 onwards and (240) IJ.1001 onwards and LHD equivalent. A highly detailed manual of 200 plus pages, good line drawings and clear text. Rust on ring-binding and generally clean internally albeit the title page is loose. Plastic cover in need of a wipe. Good to VG. (e£20-30)

612. Service Manual for 2.4, 3.4 and 3.8 Mark 2 Models. Plastic covered ring-binder. Pub. ref. E/121/5. Well over 200 pages. A lightly used copy with text in generally clean condition. Title rubbed from cover. Title page has reinforced binding holes and the opening page for Section A has eased from ring-binder. Metal of binder shows rust. Cover of binder is dulled but intact. Good. (e£10-15)

613. Service Manual for 3.4 and 3.8 "S" Models. Dark blue plastic pillar-bound cover. 9 x 11.5. Publication No E/133/1 (second edition). No date. Over 200 pages - Section A is General Information including - General Data, Performance Data. Operating Instructions. Maintenance Summary and Special Tools. Later Sections deal comprehensively with workshop operations. B - Engine. C - Carbs & Fuel System. D - Cooling System. E - Clutch. F - Gearbox and Overdrive. G - Prop Shaft. H - Rear Axle. I - Steering. J - Front Suspension. K - Rear Suspension. L - Brakes. M - Wheels & Tyres. N - Body & Exhaust System. O - Heating & Ventilation. P - Electrical & Instruments. Includes Supplementary Information on Sections F and M. This manual has only seen very light wear, Another office copy. Fine, (e£30-40)

614. "Jaguar 420 Service Manual". Black plastic ring-binding. 10 x 12. Publication No E/143/1 (second edition), No date. Over 200 pages. Sections as for Lot 613 above. Cover needs a wipe. Ring-binding sl rusty. Title page and a few early pages dusty. Good. (e£20-30)

615. "Jaguar 420 Service Manual". This is the third edition of the manual at Lot 614 above and was issued during the British Leyland era. Blue plastic perfect binding. 10 x 12. Publication No E/143/2 (third edition). Dated 1972. Over 200 pages. Sections as for Lot 613 above. Has only seen light wear. VG. (e£30-35)

616. Supplement for 240 & 340 Cars, pub No E.151/1, A4 paper folder with 'Dispose of this wrapper before inserting in the Jaguar Mk 2 Service Manual' on the front, Contents cover engine and fuel system. Useful document for owners of these cars. Cover sl dusty and w pen scribble. Good. (e£10-15)

A Miscellany

617. Steering wheel for Mark 1. In need of refurbishment before fitting to a car. Good. (e£10-15)

618. A 2.4 litre plastic injected bonnet badge. Repro. Fine. (e£10-15)

619. A 3.4 litre plastic injected bonnet badge. Repro. Fine. (e£10-15)

620. A 3.8 litre plastic injected bonnet badge. Repro. Fine. (e£10-15)

621. "Motor" magazine for weekend 5 December

1964. Includes a 6-page fully-illustrated Road Test of the 3.8 S-type. Has the usual browning of the pages due to the low-grade newsprint used for the magazine. But it is complete and the staples are firm with no loose pages. Good to VG. (e£10-15)

622. Reclining Seats for Mark 2. 10 x 6. This 4-page folder is actually quite a rare item. Unusually, this is a Jaguar publication, printed by Adams Brothers and Shardlow, the company's lead contract printers. Most such folders are issued by the makers of the accessory being advertised. The seats could be ordered at the same time as the car at a price of £9/11/3d per seat. They promise "Complete relaxation for Driver and Passenger" but the man in the internal photo looks anything but relaxed. He is staring upwards and it looks as if he has spotted something quite horrific emerging from the head-lining! Fine. Unusual. (e£20-25)

NOTES

SECTION Q – MARK 10 AND 420G

Rarities & Curios

623. An example of the still ads that used to appear in cinemas before the main feature film. This was run by Archers of Shirley and shows a Mark 10 posed in front of the Humber Bridge. Rare, probably unique. Fine (e£40-50).

624. Four-page leaflet for the Delanair Air Conditioning system as available for the Mark 10. 10 x 6. Issued by Jaguar. Rare. Fine. (e£15-20)

625. Periodic Maintenance Voucher booklet for 4.2 Mk 10. 8 x 4. First five vouchers removed. Unusual. Fine. (e£15-20)

626. Renovated and cleaned speedo for 4.2 Mark 10. Untested and priced accordingly. (e£25-30)

627. Danbury Mint pewter model of Mark 10. Scale 1:43. (e£15-20)

Brochures

628. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. Fine. (e£10-15)

629. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. This copy is in French. Fine. (e£10-15)

630. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. This copy is in Dutch. Fine. (e£10-15)

631. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. This copy is in English inside but the cover has been over-printed with details of the Dutch dealer – N.V. Lagerwijn of The Hague. Fine. (e£10-15)

632. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. A second copy of the standard English version. Fine. (e£10-15)

633. "The 4.2 Litre Mark Ten Jaguar". 4-page skirted launch folder for the 4.2 litre car. 12 x 8.5. Colour inside. Specs on back. This copy is printed on glossy paper rather than the usual card. One for the specialist perhaps? Fine. (e£10-15)

634. "Jaguar Mark Ten". The large navy-blue brochure with the silver metallic embossed growler badge on front cover. 13 x 9. 10 pp. Plastic comb binding. First edition w blue leaper on title page and no RT at back. Metallic badge fresh. Front cover bmpd at lower lh and rh corners o/w VG. (e£15-20)

635. "Jaguar Mark Ten Limousine". 4-page folder. 11 x 8. Print ref 1m.1965. Mono with orange spot colour. Internals show the sound-proof division between driver and passengers. Prices and optional extras on back. Fine. Unusual. (e£20-25)

636. "Jaguar 420 G Limousine". 4-page folder. 11 x 8. Print ref 1m.169. Mono with green spot colour. Internals show the sound-proof division between driver and passengers. No details on back. Fine. Unusual and rarely offered at the same time as the Mark Ten version above. (e£20-25)

637. "Jaguar Mark X", Slim 4-page card folder for the US market. 8.5 x 4. Front cover sl rubbed o/w VG. (e£10-15)

638. "Jaguar Mark X". 8-page brochure in laminated card for the US market. Full colour. Fine. Unusual. (e£15-20)

639. "The New Jaguar 420G" 4-page skirted card folder for the 420G launch. Full colour and "Features" inside. Specs on back. Fine. (e£10-15)

640. The Jaguar 420G Grand Saloon". Single-page flier for the US market. Full colour photo on frnt. Specs on back. Fine. (e£10-15)

Technical Books

641. "The Jaguar 420G". 12-page brochure for the European market. 12 x 8. Dark green cover. In English, French, Italian and German. Includes 6-page folder with specs and colour schemes in all four languages in the back pocket. This is usually missing. Fine. (e£15-20)

642. 3.8 Jaguar Mark 10 handbook. Black card cover, 84 pp. Detailed text and line drawings Pub No E/124/3. Undated. Printed by W. W. Curtis Ltd. Includes correct maintenance chart, single sheet warning notice on Chrome Plate Maintenance and another on the Anti-theft Steering Column Lock. Sl rubbed o/w VG. (e£15-20)

643. 3.8 Jaguar Mark 10 handbook. Black card cover, 84 pp. Detailed text and line drawings Pub No E/124/4. Undated. Printed by W. W. Curtis Ltd. Includes single sheet amendment for "Anti-theft Steering Column Lock" and "Power Assisted Steering". Generally clean and unmarked. Inside back cover is flecked. VG. (e£15-20)

644. 4.2 Jaguar Mark 10 handbook. Blue card cover, 75 pp. Detailed text and line drawings Pub No E/129/1. Undated. Printed by W. W. Curtis. Includes correct maintenance chart, single sheet warning notice on Chrome Plate Maintenance and a 4-page leaflet on the Borg-Warner automatic transmission. Fresh and clean. Cover v sl rubbed o/w Fine. (e£15-20)

645 4,2 Jaguar Mark 10 handbook. Blue card cover, 75 pp. Detailed text and line drawings Pub No E/129/3. Undated. Printed by W. W. Curtis Ltd. Includes single sheet warning notice on Chrome Plate Maintenance and wiring diagram is bound-in at back. Front cover sl rubbed o/w Fine. (e£15-20)

646. Spare Parts Catalogue for Jaguar Mark 10 Models. Plastic-covered ring binder. 10 x 11.5. Publication No J.32. Originally issued in December 1962 and reprinted in June 1966. This is the correct first version of the spares catalogue binder with raised lettering and logo on the cover. As this is a reprint and not a revised edition, it will relate to the 3.8 litre car, not the later 4.2 litre car. Ring binding rusty. Title page and a few earlier pages dusty o/w internally clean. Good to VG. (e£20-30)

NOTES

SECTION R - XJ SALOONS FROM 1968 ONWARDS

Rarities & Curios

647. Stitched leather XJR Steering Wheel. Fitted with all controls but untested. Priced accordingly. Fine. (e£75-100)

648. An XJ Badge Board. Genuine Jaguar XJ badges on a card backing 32 x 16. Unusual. Fine. (e£50-60)

649. The rare hard-back version of the XJ Series 3 launch brochure. 48 pp. 12 x 12. Full-colour illustrations throughout. Six sections – “Success breed Success” – Jaguar evolution. “Travel First Class” – craftsmanship in the luxurious interior. “A Racing Start” – Jaguar’s competition heritage. “Safe at any Speed – Elfin safety. “The Jaguar Experience” – Lifestyle stuff. “Specifications”. Protected by its original slip case which is a little edgy but has preserved the brochure itself well. Fine and very rare thus. (e£40-50).

650. XJ Series 2 Press Pack. For the launch at the Frankfurt Motor Show on 11 September 1975. Brown card cover that features line-drawings of the 2-door Coupe. However, the press release states that the two-door cars would not be available until “early in 1974”. In fact, cars were not available in the showrooms until the end of 1975. Contains – single-page covering letter signed in facsimile by Andrew Whyte, Public Relations Manager. 4-page News Release on the Jaguar model. 2-page News Release on the Daimler model. 5-page Specs. Also includes a sample of the fibre optic wire that was used extensively in the car and which Jaguar was pretty chuffed about. Includes two non-original photos – one of the XJ6 Coupe as launched and one of the XJ12 Coupe with embargo date – 30 April 1975. Pack bmpd at corners but VG. Contents Fine. Rare thus. (e£40-£50)

651. Launch pack for the XJR 100 and XKR 100. 6-page complex card folder containing 8-page Information Pack. Large at 9 x 13. These limited edition cars were created to celebrate the Centenary of Sir William Lyons’ birth. 500 of each model were produced world-wide. Information Pack covers – Key features of the two models. Two pages of bio for Sir William and a time-line of his life and achievements. 3-page Specs. Single-page listing of Standard and Optional Equipment on the back. Very comprehensive. Fine pack with Fine content. Not seen often. (e£30-40)

652. Door sill kick plates for the XJR 100 or XKR 100. Not sure which so sold as seen. Fine. (e£50-75 the pair)

653. Original artwork for a magazine illustration showing the dashboard, and controls of an automatic Series 1 XJ. 20 x 10.5. There is a manuscript annotation at the top “Jaguar XJ12”. All identifying

titles are in Letraset rather than handwritten. Drawn on tracing paper and mounted on card. I suspect the card is newer than the drawing as there are no editorial marks on the back to date the drawing or indicate the magazine concerned. VG. Unique. (e£50-75)

654. Complex card folder for the XJ6 3.2S. Also boot badges for the 3.2S and 4.0S. 8-page full-colour folder with specs on back page. Items for this version of the XJ40 are not seen very often. (e£20-25 the lot)

655. Jaguar press release for S-type Police Demonstrator as converted by Woodway Engineering. Includes 15 photos of two cars outside the old main office block at Browns Lane – T801 BRP and T802 BRP (wonder where they are now!). Photos show the cars in two different liveries in several different poses. Also includes display of the various items of equipment they carry. Rare. Fine. (e£20-25 the Lot)

656. Full text from the Series 1 XJ Launch Press Pack. Foolscap size – 8 x 13. Contains – single-page Contents sheet. 45 pages of detailed discussion on the cars (in French). 8 pages of Specs and Performance figures (in English). 6 pages of Drawings and diagrams. Unusual. SI rust rub top left from India tag o/w VG. (e£10-15)

657. Jaguar Daimler “Insignia” brochure. 9.5 x 11.5. 4pp. Print ref – Ins 93 E. The Insignia range was offered after the Daimler Limousine line was closed and the high-level skills of some from that workforce were deployed to create a sharply up-rated version of the XJ40 cars and their Daimler equivalents, plus the XJS. There was no set spec for Insignia cars, rather an extensive pallet of unique body colours, veneers and leather upholstery so buyers could create their own bespoke cars. The Insignia range and the related Majestic range were launched at the 1992 Motor Show and production ended two years later when the XJ40 line was closed. A total of 376 Insignia cars were produced - 319 XJ40/Daimler and 57 XJS. This brochure features both the XJ40 and XJS versions. Fine. Unusual. (e£20-25)

658. Jaguar Daimler “Majestic” brochure. 9.5 x 12. 6 pp complex card folder. Like the “Insignia” range above, the “Majestic” drew heavily on the talents of the craftsmen and women who had worked on the Daimler Limousine line. The “Majestic” adopted the old Daimler model name and offered an even higher custom-made level of options than the “Insignia”. I gather that most of those produced were badged as Daimler. I have not been able to track down any detailed production figures for the two versions. Fine. Unusual. (e£20-25)

659. Press photo of the XJ production line at a standstill marks the end of the disastrous 11-week strike at Jaguar in 1972. The company claimed that lost production cost £22 million. The bad days of the “English Disease” that lasted for most of the 1970s and are well-described in Michael Edward’s book

“Back from the Brink” (see Lot 353). Detailed caption on back. Historic. VG. Rare, (e£15-20)

Brochures

660. The XJ6 launch brochure. This is a substantial offering with 47 pages of text interspersed between 11 glossy pages of high-grade photography in full colour and a complete page of b/w shots showing the prototype under testing. Occasional quadrilingual captions throughout: English, French, German and Italian. Spec sheet in rear pocket also in four languages – often missing. This copy is dated 9/68, one of the earliest printings. Fine. Early editions are not easy to find. (e£20-25)

661. The XJ6 launch brochure. This is a later edition dated 8/69. The text pages have been reduced to 44. The photography is unchanged. Spec sheet in rear pocket. Fine. (e£15-20)

662. The XJ6 launch brochure. Another later edition, this one dated 4/70. Contents the same as the 8/69 edition above. Specs in rear pocket. (e£15-20)

663. Series 1 XJ6 card brochure. 8 pp. 12 x 9. For the US market. Print ref - XJ6-1 250m-3/73. VG (e£10-15)

664. Series 1 XJ12 card brochure. 8 pp. 12 x 9. For the US market and sister brochure to Lot 663 above. Print ref – XJ12-1 250m – 3/73. VG. (e£10-15)

665. Series 1 XJ6 card brochure. 8 pp. 10.5 x 9.5. For the US market. Print ref - XJ-1 250m-3/71. VG. (e£10-15)

666. Series 1 XJ12 brochure. 16 pp. 12 x 8. UK brochure dated 8/72. Vg (e£10-15)

667. “The Jaguar Two-door Saloon Car Range – XJ5.3C and XJ4.2C”. The only brochure devoted solely to the XJ Coupes. Pub no. 3204. Dated 6/75. 12 pp. 12 x 8.5. VG. (e£20-25)

668. “Jaguar XJ Range” Series 2 XJ brochure. 16 pp. 12 x 8. Covers the XJ6, the XJ12 and the two Coupes. Separate spec sheet at back. No date but illustrated by “M” registered cars. VG. (e£10-15)

669. “The Magic Formula”. Six-page card folder for the Series 2 XJ. Complements Lot 668 above. VG. (e£10-15)

670. “The Jaguar Four-door Saloon Car Range. XJ 3.4, 4.2 and 5.3” 10-page brochure for the Series 2 XJ. 12 x 8. No date but illustrated by “P” registered cars. VG. (e£10-15)

671 “A new Heating, Ventilation and optional Air Conditioning System”. Specialist brochure for the Series 2 XJ. 12 pp. 12 x 8. Pub no ADC 64/50m/10/73. VG (e£10-15)

672. "Jaguar. The uncommon luxury sedan". 6-page folder for the US market covering Series 2 XJ 4-door saloons and the Coupes. 8.5 x 11. Print ref – 150m-4/76. Bmpd top rh corner o/w VG. (e£10-15)

673. Series 3 XJ brochure. 28 pp. 12 x 8.5. Covers 6- and 12-cylinder cars including the Vanden Plas range. Pub no – J/OS/84/3. VG. (e£10-15).

674. "Jaguar XJ6. A Blending of Art and Machine". 4-page glossy paper folder for the North American market. 11 x 8.5. Print ref – 100M 2 82. Interestingly, this one was printed in Canada. VG. (e£10-15)

675. "Jaguar XJ6 Gold". 6 pp. 12 x 9.5. The "Gold" brand was created to move along the final XJ40s produced when the X300 was known to be in the offing. Gold cars were offered with the 3.3 and 4.0 litre engines and there was also a Sovereign Gold. Rather cleverly, the cover of this brochure is pressed to look like a gold ingot. Someone has also done their homework because the hall marks are correct for gold (crown), the Birmingham Assay Office (anchor), the date letter for 1994 (italic lower case 'u') and the "916" mark for 22 carat gold! Spec sheet in back pocket – often missing. Unusual. VG. (e£15-20)
Litre.

676. "The Beauty of owning a 1993 Jaguar". 28-page brochure for the XJ40. 8.5 x 11. For the North American market. Covers standard XJ6 car and the Vanden Plas models. VG. (e£10-15)

677. "The New Jaguar S-Type". 8-page complex folder for the launch of the second S-type. 8 x 12. VG. (e£10-15)

Showroom Posters for Series 3 XJ (mainly!)

678. Interior of lhd car. VG. (315-20)

679. Blue car posed at quay-side. RHD. VG. (e£15-20)

680. Black car in studio. VG. (e£15-20)

681. Driver lost but surveillance know where they are. VG. (e£15-20)

682. Blue lhd XJ6 outside the office. VG. (e£15-20)

683. Grey lhd car posed in a stiff and seriously unnatural "rural" scene. Sack marketing! VG. (e£15-20)

684. Blue rhd car outside the office. VG. (e£15-20)

685. Brown lhd car in front of UK stately home. VG. (e£15-20)

686. Grey rhd car posed beside river at night with dramatic light effect on the opposite side of the river. My favourite among this lot" VG. (e£15-20)

687. Green car in the entrance hall of someone's office block. Wrong turning somewhere? VG. (e£15-20)

688. Life-style shot of a black car under the portico of a very grand country house. VG. (e£15-20)

689. Silver grey car posed on forest track. VG. (e£15-20)

690. Dark blue rhd car in quarry. VG. (e£15-20)

691. Showroom picture with head-on shot of dark blue XJR on country track. 26 x 25. Mounted on board. Framed and unglazed. Fine (e£20-25)

692. Showroom picture of a dark blue X300 XJR. Dramatic low shot at speed on a wet road. 26 x 25. Mounted on board. Framed and unglazed. Fine (e£20-25)

693. A showroom drop-banner for the XJR saloon with its characteristic chromed mesh grille. Smiley lady top right. 7 feet by 3 feet. VG. (e£30-40).

Books

694. "Jaguar Project XJ40 – The Inside Story of the New XJ6" by Philip Porter. Haynes 1987. 8.5 x 11. 175 pp. Another well-researched volume by Philip Porter. He had excellent behind the scenes access for this book. Signed by John Egan and the author. Fine book in VG dw. (e£10-15).

695. "Jaguar XJ. 6 & 12, Daimler, Vanden Plas, XJS" by Chris Harvey, Osprey. 1980. 7.5 x 9. 135 pp. Wide-ranging book. Mono illustrations but superb cover shot of an XJ Coupe! VG book in a VG d/w. (e£10-15)

696. "Jaguar XJ6 Series II. 1973-1979" A collection of road tests and other editorial material in the well-know Brooklands series. 8 x 10.5. 100 pp. Paperback. VG. (e£10-15)

697. "Jaguar XJ. The Complete Companion" by Nigel Thorley. Bay View Books. 1991. 7.5 x 10. 160 pp. Paperback. Mono illustrations. Fine. (e£10-15)

698. "Jaguar XJ Series. The Complete Story" by Graham Robson. Crowood. 1992. 8 x 10. 192 pp. VG book in VG d/w. (e£10-15)

699. "Jaguar XJ40. Evolution of the Species" by Andrew Whyte. PSL. 1987. 8 x 10. 192 pp. A different take to Philip Porter's book on the XJ40 above and the two are worth reading together. VG book in VG d/w. (e£10-15)

Tech Books

700. "Series 3 XJ. 6 & 12 Cylinder Saloons. Repair Operating Times". 8 x 11.5. 33 pp. Pub ref - AKM 9038. Print ref – 5m 5/81 28153. This is a very useful book when you are negotiating costs for repair work. Convert these times into money and that's a very useful bargaining tool! Covers rubbed o/w VG. (e£10-15)

701. "Dealer Training – Systems and Component locations". 8 x 11. 36 pp. In-house Jaguar book. Useful for sorting out what's where and what is it called! Good line drawings. Covers rubbed o/w VG. (e£10-15)

702. "Jaguar XJ Service Manual". For Series 1 – 2.8 and 4.2 engines. 8.5 x 12. Well over 200 pp. The original Jaguar book. Pub no E.155/3. Dated 1972. 21 different Sections dealing with all aspects of the cars. Paperback. Has seen use. Good. (e£10-15)

703. "Series III Model Year Preliminary Information". A Technical Guide by Jaguar. 8 x 11. 13 pp. Pub ref – JJM 10 15-02/10. Print ref – 7/90-45544. Basic info on Brakes, Battery, New Audio System, new A/C Panel & Controls and spark plugs for V12 engine. Useful. VG. (e£10-15)

704. "Dunlop TD SP Sport D7 – New Tyre Technology for a New Jaguar". 8.5 x 12. Dunlop booklet with advice on development of these tyres, driving, charging tyres, etc. Dunlop and SS Cars were neighbours in Foleshill before the war. Dunlop developed special tyres for the Series 1 XJ and it's good to see the relationship continuing into the XJ40 era. Lower rh corner bmpd o/w VG. (e£10-15)

A Miscellany

705. This is the 26 September 1968 issue of the Autocar announcing the impending launch of the XJ6 in October. The magazine did Jaguar proud and Jaguar did the magazine proud. A seven-page write up by veteran tester Edward Eves and a four-page colour section including a detailed cut-away drawing by Autocar house artist, Vic Berris. For their part Jaguar took out a four-page fold-out section in colour and also whipped in no fewer than 57 suppliers and dealers to take out their own ads. VG. Not seen very often. (e£10-15)

706. "Jaguar Driver – November 1972". This is the magazine of the Jaguar Driver's Club, which was edited by Paul Skilleter at the time. Paul scooped all the leading motoring magazines with his road test of the XJ12. Quite a coup for a club magazine Editor! VG. Historic. (e£10-15)

707. "Leyland Cars – Passport to Service". Slim 4.5 x 8 booklet. 16 pp. Maintenance record for BL cars. If you are building a Series 2 XJ documentation pack, this is for you! Mint and rare thus. (e£10-15)

708. Press pack for the launch of the 1991 Jaguar XJ6 (XJ40). 9.5 x 12. 26 pp in 4-ring binder with six mono photos and six colour slides. Five sections – 1. Cover Story. 2. Changes in Detail. 3. Marketing. 4. Specs. 5. Photos. All in original slip-case. Slip-case rubbed and a little battered but has done its job well as the press pack itself is Mint. (e£20-25)

709. S Type launch press pack. Card wallet, 10 x 11.5. Birmingham Motor Show edition, embargoed to 20 October 1998. 13 pages in three Sections. 1 – The New S-type. 2 – Heritage from Mk 2 and Original S-type. 3 – Specs and Equipment. Also 9 full-colour photos, Pack Fine. Contents Mint. (e£15-20)

710 "S Type – 1999 MY Media Information. Heavy pictorial board 3-ring binder 10 x 12. This is the pack as issued in N. America following the launch at the Birmingham Motor Show. Contains – Covering letter from Mark Miller at Jaguar North America. List of Contents and 6 sections: 1 – Introduction; 2 – Engineering; 3 – Specs; 4 – Heritage; 5 – 99 MY info. Includes XK 8 and X300; 6 – General info on the company. Includes colour photography and 14 full-colour trannies. Print-across from page 63 onto first plastic folder with photos. Text undamaged, plastic folder will wipe so Fine, nr Mint. (e£25-30).

711, "Dealers Press Pack – The New XJ Series". Card wallet – 8.5 x 12. Contains 5 pp press release embargoed to 28 September 1994 plus 7 mono photos. This is the X300. Covers XJ6, XJR and Daimler Double Six. Fine. (e£15-20)

NOTES

SECTION S – ALL E-TYPES

Rarities & Curios

712 Showroom poster of a Series 2 E-type 2+2. 26 x 25. Red car in dramatic night-time dockside photo. Some creasing. Pin-holes in corners. 1in tear at foot. Loss of paper at top left. Careful mounting will deal with this. The short production life of the Series 1 2+2 cars means that this is a very rare poster. Good to VG. (e£200-250)

713. An Owner's pack for the E-type Series 1 4.2 - 2+2 model. Comprises – the Owner's Handbook (ref E/131/5), Sales & Service booklet (dated September 1967), Invitation to join the Jaguar Drivers Club and the Maintenance Chart (also ref E/131/5). All are contained in the clear-fronted brown plastic wallet. This is the correct wallet for this documentation. Note the straight edge to the flap with the button in the flap. Wallets with a short tongue on the flap with the button on the tongue are more usually associated with Series 2 documentation. Generally clean with just the occasional thumb-mark on the handbook. VG to Fine. (e£300-350)

714. Series 3 E-Type Launch Press Pack – Embargoed to 29 March 1971. Contains covering letter with embargo date Monday, 29 March, 1971. Six sections: Contents (10 pp), Engine (At 33 pages, one of the most comprehensive specs for the V12 engine that Jaguar ever released.), Car (20 pp), Spec (23 pp), Drawings (20 pp) and Photos (10 out of a probable 13). Manuscript annotation under flap. Wallet sl dusty and creased with a slight water stain across the front - but has done its job well as the contents are VG to Fine. There is no definitive checklist of the contents of these packs but this one looks to me to be pretty comprehensive. Pack - Good. Contents - VG to Fine. (e£200-250).

715. Series 3 E-type. A die-cast model at 1:18 scale by AutoArt. Since the company was established in 1998, AutoArt have set new and high standards with their 1:18 scale diecast model cars. Here they offer a red Series 3 E-type convertible. The detailing is quite extraordinary and can be properly appreciated at this scale. Mint. Boxed. (e£100-125)

716. Showroom poster of a red Series 3 E-type with black hard-top parked in a narrow road in a village probably in the Cotswolds. 30 x 20. VG. (e£100-120).

717. A full-colour image of a silver Series 3 E-type coupe on a woodland track. It is printed onto board with a "hessian" finish. Unusually, the car has a patterned effect like the markings on a jaguar's coat. Image 20 ins x 30 ins. Framed and unglazed. (e£50-75)

718. An original Metallifacure jack and ratchet handle in a bag. The jack and ratchet are reconditioned

originals and the bag is an accurate reproduction. This jack is correct for the Series 1 E-type. All Fine. (£250-300)

719. Incomplete E-type Series 1 4.2 tool kit. All tools are original and some have been re-parkerised. The brake-bleed tin is modern. I'm no expert on tools but comparing this set with the listing in Hammer (see Lot 747), the grease gun and 3 box spanners are missing. However, the two rare items – the small adjustable spanner and the tyre pressure gauge – are both present. The tool roll is a high-grade reproduction with the correct leather strap. An excellent group in striking distance of a full set. VG tools and Fine roll. (e£250-300)

720. An original Series 1 FHC rear lamp in its original Lucas box. Fine and very rare thus. (e£140-160)

721. "E-type 50 – Fifty Years of a Design Icon". This superb book was created by Jaguar as a limited edition to celebrate the 50th anniversary of the 1961 launch of the E-type. 131 pages hand-bound in a specially commissioned reproduction of the original Connolly leather used to upholster the car's interior. This copy is No 121 of 399 and is signed by Norman Dewis whose hair-raising drive through the night to deliver the second show car to the Geneva launch is now part of Jaguar folklore. The contents are wide-ranging and include commentaries by the likes of Stirling Moss, Martin Brundle, Jackie Stewart and Norman. Chapters include the genesis of the car, its launch and reception, literature (including a bound-in miniature of the original brochure), the US market, competition history, etc. Prototypes are also mentioned including E2A. Superb photography throughout. The book is contained in a beautifully finished red and black heavy-duty card box. Like all other copies I have seen, there is ink-over onto pages 121 and 130. This results from the different paper used for this Chapter. This is otherwise a Mint book in a Fine box. (e£300-350)

722. The correct plastic wallet for late Series 1 documentation with the straight edge to the flap. The seam to the right has eased for the first 3 inches. Fixable. VG with potential for Fine. (e£50-60)

723 An original fully-annotated cut-away drawing showing oil circulation of the Jaguar V-12 engine as fitted to the Series 3 E Type. The artist is not credited. On heavy board 16.5 x 13. Copyright notice on back showing two dates – 27 July 1971 and 21 March 1974. The annotations for this drawing are made using "Letraset" applications. Those to the top of the illustration are rubbed. From the Autocar archive. Good. Unique. (e£40-50)

724. "Jaguar in Action" An empty press pack folder from the early 1960s. Red Series 1 FHC driving at speed from left to right. Foolscap size 13 x 9.5. Sl edges. VG. Rare. E£25-30)

725. "Refining the Sports Car – Jaguar's E-Type". 6 x 5. 10pp. Catalogue for the display of the E-type at the Museum of Modern Art in New York from 3 April to 20 August 1996. The first time any car had been featured in such a MOMA display. Rare. Fine. (e£10-15)

726. US Launch Pack for Series 3 E Type – Undated "For Immediate Release". Black glossy card folder with silver "Jaguar V12" containing: two press releases totalling 7pp. Single page engine spec. Five mono photos each w full captions. 3-page multilingual spec sheet. Copy of brochure – "Genesis of the Jaguar V12". Copy of the folder "Series 3 E-Type – Jaguar" print ref 3/71/150m. Rare, especially as complete as this. Fine. (e£50-75)

727. 'New Jaguar 4.2 litre E Type 2+2 Model'. 40 pp. 8.5 x 13. The press-pack for the launch of the 4.2 2+2 model. Blue card cover with embargo notice – "Monday, 7 March 1966, Tuesday, 8 March in USA". 40-pages of specs, charts and line-drawings. One photo of three listed. Cover VG. Text Fine. (e£25-30)

728. A plastic circular E-type lapel badge with pin fastening at the back. 1.5 in diameter. Some sl rust flecks. A personal favourite and a sharp piece of marketing! Good. (e£10-15)

Brochures

729. The launch brochure with its iconic steering wheel cover by air-brush artist – John Beecham. Interestingly, the original artwork for this cover is held by Jaguar Heritage. This is the second printing with the wire spiral binding and road tests and dimensions at the back. 12-pages. The front and back covers are rubbed (as usual). Internally fresh and largely unmarked. Good to VG. (e£50-75)

730. The launch brochure with its iconic steering wheel cover. This is the third printing with plastic comb binding and road tests and dimensions at the back. 12-pages. The front cover is rubbed (as usual) but the back cover is hardly touched. Internally fresh and largely unmarked. VG. (e£50-75)

731. 'Jaguar XK-E 2+2 Family Coupe'. 4-page fldr in VG condition w sl nick at bottom r/h corner. Also, a single-page card flier with same red Series 1 fhc illustration and specs on the back. Fine. (e£15-20 the pair)

732. 'Jaguar XK-E 2+2 Family Coupe'. A second 4-page card fldr for the American market. 11 x 8.5. Has red Series 1 fhc posed inside castle walls. Illustrated information inside and specs on back. Pencil date on back "67". Fine. (e£10-15)

733. "Jaguar 4.2 XK-E Coupe & Roadster". This single-page flier shows a red Series 1 coupe with a black roadster in front photographed in a parkland setting. The strap-line is "A different breed of cat." 11 x 8.5. Fine. (e£10-15)

734. "The New 4.2 Litre Jaguar "E" Type 2+2". The launch brochure for this model. 8 pp. 12 x 9. Cover has chequered E-type logo to left and the numbers "2 + 2" outlined in gold below the title. Frontis is artwork (by Wootton?) of a yellow coupe and page 5 is a studio shot of a red coupe. Inside front cover is dusty and has a dealer's stamp at foot. Back cover sl rubbed o/w VG. (e£10-15)

735. "The New 4,2 Litre Jaguar "E" Type 2+2". Small 4-page card folder. 5 x 3.5. Fine. (£10-15)

736. A full-colour brochure of the Series 1 E-type for the US market. Cover has dark, low head-on shot of a yellow coupe. 11 x 8. 16pp. Models covered are the roadster, the coupe and the 2+2. Fully-illustrated. Back page has details for importing car to the States "Bring Home a Jaguar From Your Trip Abroad". Print code is 68x1. So this must be one of the last Series 1 brochures before the Series 2 was announced in the autumn of that year. Specs and colour schemes in back pocket. Front cover rubbed and w one-inch nick at top left o/w VG. (e£15-20)

737. "Jaguar XK-E 1968". Mono complex folder w spot red text. Series 1 models for the US market. For the Series 1 E-type. 9 x 4.5 opening to 9 x 18. Date code is 68x3. Fine. (e£10-15))

738. "The 4.2 Litre 'E' Type Jaguar". 4-page skirted red folder with red car nosing in from the left. 12 x 8.4. Unusually, this copy is printed on paper rather than the usual card. Perhaps for airmail posting to overseas enquirers? Covers rubbed but internals clean. Good near VG. (e£10-15)

739. "Jaguar 'E' Type Range. – Series 2". 8-page concertina card folder. 11 x 7 opening to 11 x 28. Cover shows red drop-head disappearing right sharpish. Dated 10/68. VG near Fine. (e£20-25)

740. 739. "Jaguar 'E' Type Range. – Series 2". 8-page concertina card folder. 11 x 7 opening to 11 x 28. Cover shows red drop-head disappearing right sharpish. A second copy dated 8/70 so one of the last items of Series 2 sales literature before the Series 3 was launched in March 1971. VG near Fine. (e£20-25)

741 "Jaguar XKE Series 2". A six-page mono folder printed in Canada for the Canadian market. 8 x 10 opening to 24 x 10. Lower l/h corner nudged and r/h seam has eased for 2 ins o/w VG. This is a very rare item. (e£20-30)

742. "Jaguar Unlocks the Ultimate Cat" 12-page brochure. Shows car behind locked gate. Cover then opens to left and right to reveal car with gates unlocked and open. For the launch of the Series 3 E-type in North America. 10.5 x 9.5. Print code E.12.1 250M-3/71. Fine. (e£15-20)

743. "Series 3 E Type – Jaguar". The multi-lingual portrait brochure with the smooth black cover featuring TWR 920J by the lakeside. Pub. ref. 3/71/120M. 12 pp. 8.5 x 12. Contains specs in rear flap. This is the brochure that shows the 6-cylinder XK engine as well as the V12. The Ser 3 E Type therefore echoes the XK 120. The 4-cylinder XK 100 did not go into production and only a small handful of prototype Series 3 E Types was ever fitted with the 6-cylinder engine. Lower r/h corner bumped and spine sl edgy o/w VG. (e£20-25)

744. "Series 3 E Type - Jaguar". The multi-lingual portrait brochure featuring TWR 920J by the lakeside. A later edition printed on textured black plasticised paper w pub. ref. 3/73/50M and now showing only the V12 engine. 12 pp. 8.5 x 12. Contains specs in rear flap. Edgy w corners bumped. Good. (e£15-20)

745. Series 3 E-type – Jaguar". The multi-lingual landscape card folder. 11 x 8 opening to 22 x 16. Features the straight 6 and V12 engines. Seen less often than the portrait format brochures above. VG. (e£15-20)

746. 'Jaguar V12: The Ultimate Cat'. 8-page brochure on the Series 3 for the N American market. Pub. ref. E12-1 250M-3/73. 12 x 9. Printed on heavy paper. Superb full-colour illustrations. Specs and body colours at the back. V sl rubs on covers. Fine. (e£20-25)

Books

747. "Jaguar E-type Six-Cylinder restoration & Originality Guide" by Dr. Thomas F. Haddock. Haynes. 1991. 8.5 x 11. 224 pp. A ground-breaking book. Covers all six-cylinder cars. Highly detailed with many photographs. Valuable both for the restorer and owner whether contemplating serious work or just making sure that the right jack is in the boot! A clean house copy that has not been near the garage. Fine. (e£50-75)

748. "Jaguar E-type 6 and 12-Cylinder Restoration Guide" by Dr. Thomas F. Haddock. Motorbooks International. 1997. 8 x 10.5. 256 pp. The second of Haddock's E-type guides this time extended to include the Series 3 V12 cars. Same format as before with highly-detailed text and many photographs. Valuable both for the restorer and owner. Fine. Unread. (e£50-75)

749. "Jaguar E-type – The Complete Story" by Jonathan Wood. Crowood. 1990. 8 x 10.5. 118 pp. Covers all three E-type Series with a chapter on E-types in competition. A little dated but still useful not least for excellent colour photography. Fine. (e£10-15)

750. "E-type, End of an Era" by Chris Harvey. Haynes. Revised 1985 edition. 8.5 x 10. 252 pp. Fine. Unread. (e£10-15)

751 "Jaguar E-type – Portrait of a Design Icon" by Glen Smale. Haynes. 2007. 9 x 11.5. 232 pp. This book is actually a broad-ranging review of Jaguar's

sports cars by no means restricted to the E-type. Starts with the SS 90 and SS 100 and reaches forward to today's second generation XKs. The photography is superb. Fine. (e£15-20)

752. "Jaguar E-type 1961-66". One of the well-known Brooklands Books series featuring road tests and other reviews from a variety of UK and US magazines. Focuses on the Series 1 E-type. 29 articles spread over 100 pages. Spine nudged at top o/w VG. (e£10-15)

753, "Jaguar E-type 1971-1975" Another set of road tests, etc. from Brooklands Books. This time 22 articles spread over 100 pages focusing exclusively of the Series 3 E-type. VG. (e£10-15)

754. "Jaguar XKE. Collection No 1". Another set of road tests etc. from Brooklands Books. This time 16 articles spread over 70 pages covering all three Series of E-type. VG. (e£10-15)

755. "Jaguar E-type V12 1971-1975". Reprints of articles, RTs, etc. for the Series 3 V12 E-type. Fine. (e£10-15)

Technical Literature

756. Driver's hbk for original Series 1 E Type. 77 pp. Pub. ref. E/122/7. Grey card cover with black lettering. Printed by W. W. Curtis Ltd. Sl spotting on pp 42 & 43 o/w remarkably fresh and clean internally and externally. Unread. Fine near Mint. (e£200-250)

757. Driver's hbk for 4.2 Series 1 E Type. 84 pp. Pub. ref. E/131/1. Grey card cover with black lettering. Contained in the correct original red plastic protective sleeve – not a modern reproduction. Faint ink stroke on front cover. Sl stain lower left on back cover. Internally remarkably fresh and clean. VG near Fine and rare with the correct red plastic sleeve. (e£150-200)

758. Driver's hbk for 4.2 Series 1 E Type. 84 pp. Pub. ref. E/131/1. Grey card cover with black lettering. Sl rubs on covers. RS o/w VG near Fine. (e£100-150)

759. "Jaguar 4.2 E Type Maintenance Chart". Issued by Jaguar Cars. Red top. Pub ref – E/131/2. The correct chart for the 4.2 car. Some folds have sl eased and there are finger-prints on right edge o/w VG. (e£10-15)

760. "Jaguar Series 2 E Type". Maintenance chart issued by Jaguar Cars. Black top. Pub ref – E/154/2. Series 2 owners will know that these charts are often missing from handbooks and are not easy to find. Dust markings on folds at back o/w VG. (e£10-15)

761. Driver's hbk for Series 3 E Type. 9 x 6.5. 93 pp. Pub. Ref - E160/4. Dated 1972. Blue card cover. Includes black top lubrication chart and wiring diagram. Cover has 1-inch nip at right. Sl age-browning o/w VG. (e£15-20).

762. "E-type Series 1 V12". In the words of the sub-heading on the cover – "The Supplement is for use with 1972 E-type Series 3 V12 cars and should be read in conjunction with the Operating, Maintenance and Service Handbook – E.160". Pub no E/170. 33 pp. Majors on the fuel system. Some age browning o/w VG. Rare. (e£10-15)

763. "Service Manual for Air Conditioning System as fitted to Jaguar 4.2 E-type and 2+2 Cars" Blue plastic 2-ring binder. Pub no – 157/1. Dated 1971. 13 Sections covering all aspects of the system including routine maintenance, fault-finding, repairs, etc. An important document if you have an air-conditioning system fitted to your car. Some print-across on title page from (probably) a covering letter that is no longer included o/w Fine. Rare. (e£20-25)

764. "Jaguar Series 3 E-type Open 2-Seater. Parts Catalogue". A Brooklands Books reprint of the BL original. Pub ref. - RTC 9014 dated Feb 1974. Mint. Unread. (e£20-25).

765. 'Genesis of the Jaguar V12'. A complex and fascinating brochure describing the creation and manufacture of one of the finest V12 engines the world has ever seen, which was launched in the Series 3 E-type. Covers the original production version of this engine, fitted with a pair of Zenith-Stromberg side-draft carburetors on each bank. The brochure includes: introduction; description; research and design; specification and production. The highlight is a four-page set of transparent over-lays with each layer focusing on a major element of the engine, starting with the left-hand cylinder bank, followed by the main cylinder block, and then the right-hand cylinder bank with the cylinder head as the final layer. A tri-lingual translation is included: French, German, Italian. The whole is produced by Transart Studios. A4 landscape. VG. (e£10-15)

Hardware

766. Steering wheel for Series 1 E-type w correct horn-push. In need of refurbishment before fitting to a car. Good with potential for Fine. (e£100-120)

767. A second Series 1 E-type steering wheel. Also in need of refurbishment before fitting to a car. Good with potential for Fine. (e£80-100)

768. A pair of refurbished cam covers for the 4.2 litre XK engine as fitted to the Series 1 and Series 2 E-types. Presumably suitable for the saloon engines too. Fine. (£80-100 the pair)

769. Radiomobile Stereo 8. Model No 108SRN/D. This one was removed from a Series 2 E-type but would doubtless fit others. Fine. Untested. (e£40-50)

770. Two chrome badges "V12" and "E-type". For the Series 3 boot. Fixing pins at back are complete (often broken or missing) Both are sl dulled but will clean up o/w Fine. (e£10-15)

Miscellaneous Items

771. "The Eagle" comic was required reading by schoolboys (like me!) in the 1950s and 1960s. A particular attraction was the fine cut-away drawings. The 4 August 1962 edition features the Series 1 E-type on the back cover as shown here. An intriguing addition to the automobilia collection of a Series 1 owner! Some page browning o/w VG. Unusual. (e£10-15)

772. "Front Armrest-Compartment for Mark 2 and E-type Jaguar Models". Single-page flier. Sl crease lower right corner o/w Fine. Unusual. (e£10-15)

773. A set of three Series 1 full-colour photos removed from a damaged copy of the launch brochure. All are mounted, framed and glazed. Fine. Unusual. (e£20-25 the Lot)

774. The official Royal Mail presentation pack containing the commemorative sheet of 10 stamps issued in 2011 to celebrate the 50th anniversary of the launch of the E-type. Includes card insert with brief history of the car and a copy of the British Philatelic Bulletin from Royal Mail with a 5-page article on the sheet and its background. Mint. (e£15-20)

775. "Moto-Lita – The Original British Handcrafted Steering Wheel". 8-page sales brochure from the makers of the iconic E-type steering wheel. Fine. Unusual. (e£10-15)

776. This one fascinated me. It is a proof copy of internal pages of the French version of the Series 1 2+2 launch brochure (Lot 734 above). The original text has been ripped to pieces with manual corrections. I suspect that the original was not prepared by a native French-speaker but the corrections were made by a native speaker – clearly horrified by what they found! An intriguing insight into a part of the Jaguar marketing operation not seen very often. VG. (e£10-15)

777. First Day Cover for the "British Technology" commemorative stamps that were launched on 19 September 1966. 4 stamps commemorating Jodrell Bank, the Hovercraft and the Dounrea atomic power station. The motor industry stamp has a Series 1 E-type and a Mini – two icons of the swinging 60s! Fine. (e£10-15)

778. An original NOS Jaguar licence holder in its original packet. Rare thus. Fine near Mint. (e£10-15)

779. Jaguar E Type. An excellent, if anonymous, cut away drawing of the Series 1 fhc. 26 x 19. A print from G. W. Bartlett Co. Inc. in the Technical Graphic Series. V sl marginal creasing. Main image unaffected. As before. VG. (e£15-20)

780. Motor - 19 April 1961. Full colour cover ad using image of red ots from launch brochure. This is the Racing & Sports Car number, so E-types and other Jaguars feature throughout. Cover dusty to left and usual page-browning o/w VG. (e£10-15)

781. Sporting Motorist - April 1961. Full-colour cover artwork by Barry Rowe of red fhc. 4-page review of the car - "A Myth Materializes". VG. (e£10-15)

782. Motor Racing – April 1961. Series 1 ots with black rims to headlights running high on test-track banking. 4-page review of car - "A Thing of Beauty" - and Geneva launch. VG (e£10-15)

783. Autosport - 17 March 1961 - Series 1 ots press car regd no 9600 HP on cover. 3-page review of car and 3-page road test by John Bolster. Ads by Jaguar and their suppliers throughout. VG. (e£10-15)

784. "A.T.O.M. Junior E-type". Single-page flier for high-grade half-scale model of Series 3 ots. Powered by Honda 83 cc 4-stroke engine and capable of up to 15 mph. "Suitable for five-year olds and fun-loving adults"! Not sure how many were made but I've only ever seen one. Rare. (e£10-15)

785. An imposing yellow Series 1 FHC teapot. For the E Type owner who has everything! It is a tribute to the enduring fascination of the lines of the E Type, that they have been adapted to so many different applications – some a long way from motoring. Measuring 12 ins nose to tail, the Webasto sun-roof is the lid and the spout is under the front air intake. An amusing item in flawless condition (e£15-20)

786. A Danbury Mint pewter model of the Ser 1 E-type FHC. 1:43 scale. Still in its original foam-lined box. Mint model in Fine box. (e£15-20)

787. A second Danbury Mint pewter model of the Ser 1 E-type FHC. 1:43 scale. Fine. Unboxed. (e£15-20)

Section Z

Section Z remains open for late entries. If you have any Jaguar Automobilia you would like to move on, just mail me with details and perhaps a photo or two, and I'll take it from there.

Late entries will close at noon UK time on Monday, 12 November. Bidding on the late entries will then open at noon on Wednesday 14 November.

Section Z and the main auction will both close at noon UK time on Monday, 26 November.

SECTION T – XJS : ALL MODELS

Rarities & Curios

788. XJ-S Launch Pack. Embargoed to 10 September 1975. Card wallet containing five sections – Introduction. XJ-S in Detail. Design & Development. Sales and Marketing. Photographs. 11 photos are included (should be 12 I think) and all are printed with the embargo date, so not odd copies added later as does happen. Pack rubbed and edgy. Contents Fine. A rare survivor. (e£40-50)

789. Jaguar press release dated 5 September 1975 announcing the launch of the XJS on 10 September. Single page plus copy of the first edition of the launch brochure. VG with Fine brochure in card sleeve. Rare. (e£15-20)

790. Jaguar press pack containing – 3-page press release from Jaguar Rover Triumph Inc. in the US announcing the XIS V12 HE with the "Fireball" cylinder head for the 1992 model year. 2 mono photos. 6-page paper from Ricardo Consulting Engineers "Passenger Car Power Plants. An Evaluation of the May Fireball Concept. Dated June 1977. Pack rubbed. Papers have browned w RS. Good. Rare. (e£10-15)

791. "Jaguar – Format in Bestform". A German 12-page concertina folder celebrating the TWR XJS Victory at Hockenheim on 7 August 1983. Opens out from 8 x 11.5 to a huge 8 x 41. One side shows TWR XJS No 6 in Motul livery and the other a standard XJS in green. Rare and very impressive! Fine. (e£30-40)

792. Original carbon copy of a 10-page article for Motor on the XJS launch of by Midlands-based motoring journalist Pat Turner. Being based in the area, Pat had good access to Jaguar and often came up with angles that missed other journalists. Covers the car in detail as well as driving impressions. This paper came from Pat's own study. Fine. Historic. (e£10-15)

793. Jaguar Daimler "Insignia" brochure. 9.5 x 11.5. 4 pp. Print ref – Ins 93 E. The Insignia range was offered after the Daimler Limousine line was closed and the high-level skills of some from that workforce were deployed to create a sharply up-rated version of the XJS and XJ40. There was no set spec for Insignia cars, rather an extensive pallet of unique body colours, veneers and leather upholstery so buyers could create their own bespoke cars. The Insignia range and the related Majestic range were launched at the 1992 Motor Show and production ended two years later when the XJ40 line was closed. A total of 376 Insignia cars were produced - 57 XJS and 319 XJ40/Daimler. This brochure features both the XJS and XJ40 versions. Fine. Unusual. (£20-25)

794. "Accent on Performance" Slim 6-page card folder. 5.5 x 12. For the Sportspack conversion of the XJS. Fine. Rare. (e£10-15)

795. "The XJRS Celebration Coupe". 4-page card folder. 11.5 x 8.5. This car was produced to celebrate Jaguar's winning the World Sportscar Championship in 1987 and Le Mans in 1988. Only 100 examples of this rare car were created. Fine. Rare. (e£15-20)

Brochures

796. XJS launch brochure - Cover showing the red car JVC 810N on a sweeping mountain road. 12 x 11. 20 pp. Contains separate spec sheet at back. In original card sleeve. VG near Fine. (e£15-20)

797. "Presenting the Superb New Jaguar XJ-S". 12 x 8.5. 8 pp. US Launch brochure. Front cover die-cut to follow the swoosh of the letter "S". Back page doubled. Ref 250M 11/75. Fine (e£10-15)

798. "Thundering Elegance". 11 x 8.5. 12 pp. Striking metallic covers. Usually badly rubbed and scratched, but not here. This copy is fresh and unmarked inside and out and is very rare in the condition. Covers the V12 XJ-S and makes much of Group 44's XJ-S racing successes – and rightly so too! Ref 200M 1/78. Fine near Mint and rare thus. (e£15-20)

799. "Jaguar XJ-S". 8-page brochure. 12 x 9. For the US Market. Print ref - 75M/9/83. Mentioned made of the "May Head" – see Lot 790 above. Fine and very rare thus. (e£10-15)

800. "Jaguar XJS, XJ-SC, 3.6, V12" – Large brochure with white card covers pressed to show leaping Jaguar. Covers the V12 coupe and convertible and the 3.6 coupe. In French. 11 x 11. 16 pp. Excellent photography. Fine. (e£10-15)

801. XJS - Features the V12 and 3.6 models. 11.5 x 11.5. 28 pp. White card covers pressed to give "pigskin" effect. Celebrates Jaguar's winning the 1987 World Sports Car Championship. Pub ref. JAG 9/XJS-1. 6-page spec sheet at back. Fine near Mint. (e£10-15)

802. Jaguar XJS. Maroon cover for XJS brochure from the States. 9 x 11. 20 pp. Shows full range of V12 models. Ref 100M 9/90. Fine. (e£10-15)

803. "Step out of the Shadows!". 4-page folder from Hatfields - the Sheffield dealership. Features V12 and 3.6 cars. Fine. Unusual. (e£10-15).

804. "Jaguar. It stands to reason". Single-sheet flier for the XJS-HE. Stamp of Patterson Motors, Rosebud, Victoria, Australia on back. Fine. Unusual. (e£10-15)

805. "Kindred Spirit". 4-page folder from Caffyns – the Eastbourne dealership. Announcing the new 3.6 XJS. Fine. Unusual. (e£10-15)

Showroom Posters for V12 and (mainly) 3.6 cars

806. Silver lhd coupe outside office block. VG. (£15-20)

807. Maroon lhd coupe outside timbered house. VG. (e£15-20)

808. 3.6 coupe posed in Le Mans pits. Totally phoney. VG. (e£15-20)

809. Silver 3.6 Targa top outside the office. VG. (e£15-20)

810. Maroon 3.6 rhd coupe in the country. VG. (e£15-20)

811. Red 3.6 coupe at the roadside. VG. (e£15-20)

812. Silver 3.6 Targa top parked alongside marina. VG. (e£15-20)

813. Three 3.6 cars in front of office block. Two closest cars are lhd. VG. (e£15-20)

A Miscellany

814. 'Jaguar XJS' by Paul Skilleter. MRP. 1996. 9.5 x 7.5. 144 pp. One of the Jaguar titles in MRP's series 'A Collector's Guide'. Laminated cover with rather less rubbing than usual. VG, nr Fine. (e£10-15).

815. "Jaguar XJS" by Rivers Fletcher. 143pp. 7 x 10. Cadogan Books in 1983. Foreword by John Egan. A unique collection of photos of the XJS production line in operation. Fine book in VG d/w. (e£10-15)

816. "XJ-S Convertible". Jaguar Salesmen's report 1988. 8 x 11.5. 25 pp. Front cover sl rubbed o/w Fine. (e£10-15)

817. "The New Jaguar XJS". Dealer report for 1991. 8 x 11.5. 32 pp. Includes the XJR-S. Front cover sl rubbed o/w Fine. (e£10-15)

818. "XJS Convertible". Dealer Training booklet. 8 x 11.5. 28 pp. Print ref -1M 1/88 40472. Majors on brakes and hood operation. VG. (e£10-15)

819. "Jaguar XJ-S – Technical Guide". 8.5 x 10.5. 24 pp. A general guide to the car as a whole dated 1975, the launch year. From British Leyland Motors Inc for the US market. Sl paper-browning o/w VG. (e£10-15)

820. "XJS Hood Sealing Techniques". 8 x 11.5. 17 pp. Print erf – 2M 1/90 44576. NB this is "hood" in the UK meaning of the folding roof for the convertible, rather than the US meaning of engine cover. VG. (e£10-15)

821. "The New XJ-S 1992 Model Year - Preliminary Information". 8 x 11.5. 52 pp. Pub Ref JJM 10 15 06/20. Technical Guide noting principal changes for 92 MY – Exterior. Interior. Engines. Transmissions. Fuel System. Low-Loss Catalyst Exhaust. Wash/wipe system. Fully illustrated throughout. VG. Useful. (e£10-15)

822. Something different! A pair of hand-crafted wooden models of the XJS coupe – one silver and the other in gold. 5 inches long. No idea who made them or why but they look pretty good and are scaled properly, which is often the most difficult part. VG to Fine. Unusual. (e£15-20 the pair)

823. A Danbury Mint pewter model of the 1988 XJ-S Convertible. 1:43 scale. Fine. (e£10-15)

824. "The Great Travellers" A joint marketing exercise between Jaguar and Jaeger – the clothing people. Large at 9 x 12. 6 pp. The only copy I have ever seen. Highlights the XJS throughout but unusually, there are also shots of a white XJ Coupe and a white Series 2 XJ saloon. Very effective photography throughout. VG. Unusual and very rare. (e£10-15)

NOTES

SECTION U – XJ220 (including competition)

Rarities & Curios

825. A hall-marked sterling silver XJ220 key fob and pouch. Contained in a most elegant specially-created black leather presentation case. These were produced in very small numbers for the public launch of the production model at the Tokyo Motor Show in October 1991. Lid of box has sl rubs. Mint contents in VG near Fine box. Rare. (e£400-450).

826. XJ220 Service Manual. 1993. 10 x 12. Loose-leaf 4-ring binder with the standard "metallic" finish under a laminate coating. The "Jaguar XJ220" brand logo common to all the principal items of literature for the car, is at top left. All corners are protected by metal caps. 429 pages printed on high-grade coated paper. Notes and warnings are printed in red throughout. Contents are Introduction and 15 Sections. The Section covering the electrical system has a further 16 wiring diagrams, most fold-out; 9 header diagrams and 22 connector diagrams. The laminate has rippled slightly on the front and back covers – as usual. Pages are dusty at the front and back and there are slight traces of rust on the binding rings. There are a small number of finger marks, but they are dusty rather than oily and will clean with a soft rubber. There are no annotations or other similar marks. In my opinion, this copy has sat in a cupboard year after year largely unopened. It has certainly never been near a workshop. VG near Fine. (e£200-250)

827. XJ220 Parts Manual. 1993. 10 x 12. Loose-leaf 4-ring binder with the standard "metallic" finish under a laminate coating. The "Jaguar XJ220" brand logo common to all the principal items of literature for the car, is at top left. All corners are protected by metal caps. 390 pages printed on high-grade coated paper. Introduction and 16 Sections covering all aspects of the car and the line drawings are an education in themselves into the complexity of the vehicle. The laminate has rippled slightly on the front and back covers – as usual. Some dust marks, but none of the finger-marks, annotations and other markings that usually disfigure such books. In my opinion, this copy has sat in a cupboard year after year unopened. It has certainly never been near a workshop. VG near Fine. (e£200-250)

828. Win's copy of "XJ 220" by Philip Porter. 1994. This remains the definitive work on the XJ220. **Inscribed by Win with the words: "From the first 220 win at Silverstone to mega "Frustration" at Le Mans. 1993"** This comment reflects the feelings of the whole team about the 1993 season, which started so well with Win winning first time out with the car at Silverstone, followed just two months later by that very dodgy disqualification of David Brabham's car after winning the GT Class at Le Mans. Unique. Fine. (e£350-400)

829. "XJ 220" by Philip Porter with photos by Peter Burn. Osprey Automotive, 1994. 10 x 11. 286 pp. Black cloth binding in black cloth slip-case and contained in the original mailing box. This remains the definitive work on the XJ220. Philip's well-crafted and informed words are neatly complemented by Peter Burn's fine images. Fine book in VG mailing box (e£300-350).

830. "XJ 220" by Philip Porter with photos by Peter Burn. Osprey Automotive, 1994. 10 x 11. 286 pp. Black cloth binding in black cloth slip-case. A second copy this time with no mailing box. Philip's well-crafted and informed words are neatly complemented by Peter Burn's excellent images. Fine. (e£250-300).

831. XJ220 boost hose for the V6 Twin Turbo engine. Part No - 3966 AE. Fine. Unused. (e£75-100)

832. XJ220 Presentation piece. A JaguarSport/ Cosworth con rod and piston mounted on a marble base with plaque "JAGUAR XJ220. ZYTEK-EMS. 1992". Stands 9 inches high. A very interesting item and the only one I have seen. Mint. (e£100-125).

833. Black Kevlar air scoop as fitted just to the rear of each door window. Date on the back – 23.3.94. Unused. Rare. Fine. (e£100-120)

834. "Jaguar XJ220 and the Abbey Panels Group". 16pp booklet with metallic silver cover and a pocket at the back containing letter dated June 1994 from Descartes Design, part of the Abbey Panels Group. The booklet contains a very unusual selection of photographs of the development of the XJ220 bodywork, which was handled by Descartes – some of which I have not seen before. Crease top right of cover where a paper-clip has been removed, otherwise Fine. Rare. (£40-50)

835. "Jaguar & Park Sheet Metal – the XJ220 Project". A 4-page card fldr from Park Sheet Metal outlining their involvement in the XJ220 Project and identifying the components they produced. Unusual. Fine. (e£30-40).

Competition Items

836. "Jaguar XJ220 Competition" – JaguarSport press release dated 7 Jan 1993 announcing creation of XJ220C. 2 pp press release plus 3 pp specs and two photos. All are contained in the correct white card JaguarSport folder. Folder and contents VG near Fine. Very rare. (e£40-50)

837. "Jaguar is back at Le Mans. Twenty-four Hour Debut for XJ220 Supercar". Specially-printed company press pack for XJ220C debut at Le Mans in June 1993 recalling the 1953 victory. Matt brg covered press pack. Contents are 15 pages of Jaguar press releases, including a detailed spec of the XJ220C and a 2-page press release from Unipart, the principal sponsor. RS. Mono images of XJ220C car no 50 and one of the 1953 winning C-Type. Fine and not seen very often with such a large range of contents. (e£20-25).

838. Full-colour photo of car No 51 at Le Mans in 1993. 7.5 x 5. Signed by Win Percy. (see also Lot 828 above). Fine. (e£10-15)

839. Motor Sport - June 1993. Contains 5-page track test of the XJ220C by Win Percy. Also discusses the season since winning at Silverstone first time out. Fine. (e£10-15)

840. Fast Masters Jaguar XJ220 Race Series press pack from America. 6 press releases (48 pages in total) recording the progress of the series. No photos. Pack sl edgy. Contents Fine. Historic. (e£10-15).

841. "XJ220. Simply the World's Fastest Production Car". Specially-printed press pack distributed after the Fast Masters series during June, July and August in 1993. Front cover shows car No 7. Contains 5 press releases (one w rs) and a full-colour card image of the car with specs on the back and sub-heading "Jaguar's dramatic XJ220 sports car has achieved a speed of 212.3 mph during routine testing in the States". Fine. (e£20-25).

842. TWR Racing. "Engineering Excellence – Jaguar XJ220C". A 4-page card folder on the XJ220C. Fully illustrated in colour. Aimed at sponsors and customers intending to race the car. Support offered includes Profiling; Finance; After-sales; On-track support; Hospitality. This is a rare item in fine condition. (e£30-40)

843. XJ220C Chicago debut - original press agency photo showing Dealer Howard Orloff with car No 2 outside his showroom. Car has "Fast Masters" livery. 10 x 8. Caption and Chicago Sun-Times stamp on back. Dated 11 June 1993. Fine. Rare. (e£10-15)

844. Professional shot of dark blue car on the race track. No livery. Large at 11 x 7. (e£10-15)

845. XJ220C on track. Dark blue with partial livery. Race no 80. 7.5 x 5. Unusually, has gold painted wheels fitted. Testing perhaps? (e£10-15)

846. XJ220C race no 53. Low, moody shot of car in blue and white ACC livery (not Italian GT series). 8 x 4.5. (e£10-15)

847. Superb low-level mono photo of XJ220C race no 57 at Le Mans in 1995. 8 x 6. Fine. (e£10-15)

848. XJ220. The black launch brochure from JaguarSport showing the V6 engine. 11.5 x 11.5. 12 pp. plus tissue inlays. Generally fresh. VG. (e£20-25)

849. This is the official XJ220 factory poster. Supplied in black card tube. Fine. (e£10-15)

850. XJ220 Crash Test at MIRA. 10 x 8. Factory photo Neg No 220/151. Front end seriously crumpled. Hope they managed to straighten it out! Another unusual shot. Fine. (e£10-15)

851. XJ 220 – Information Sheet. 4-page card fldr from the Company. Centrepiece is Stuart Spencer's superb XJ220 cut-away, surrounded by full-colour photos of car details. Outline specs on the back. Fine. (e£10-15).

852. Couldn't resist these when they came in! Four different XJ220C race liveries and as far as I can see, they are pretty accurate. Not models, but pencil tins about 6 inches long. Rarely offered as a full set. Fine. (e£15-20)

NOTES

SECTION V – POST 1960 DAIMLER

853. "The Daimler 2 ½ Litre V8 Saloon". Complex folder. 13 x 7.5 opening to 26 x 17. Front flap held under "radiator grille". Specs on back. Fine. (e£30-40)

854. "Daimler V8 250" Skirted folder. 12 x 8.5. Specs on back. Sl lifting of text on back 1 inch by half inch o/w VG. (e£10-15)

855. "The Daimlers. Nearer and nearer to the ultimate". 6-page card folder, 12 x 8.5. Fine. (e£10-15)

856. "Daimler". Hard-backed sales brochure with full-colour d/w, 11 x 10.5. 36 pp. For X300 model. Pub ref - JLM 10/02/05/02. No date. Superb photography throughout. Bodywork paint samples inside back cover. Sticker on back for Merritts, the Amersham dealer. Could be removed with care. Brochure and d/w both Fine near Mint. (e£20-30)

857. "Daimler". Another hard-backed sales brochure. No d/w - as issued. 10.5 x 10.5. 18 pp some doubled. For X350 V8 model. Pub ref – RM 10/02/05/00. No date. Fine photography and air-brush artwork. Fine near Mint. (e£20-30)

858. "The Daimler Limousine is here, Your Excellency". 12 x 8. 8-page brochure. Loose spec sheet in back.

859. "Majestic". 6-page complex card folder. 9.5 x 12 The "Majestic" drew heavily on the talents of the craftsmen and women who had worked on the Daimler Limousine line. The "Majestic" adopted the old Daimler model name and offered an even higher custom-made level of options than the separate "Insignia" model (see Lot 657). I gather that most of those produced were badged as Daimler but I have not been able to track down any detailed production figures. Fine. Unusual. (e£20-25)

860. "Daimler Century" by Lord Montagu and David Burgess-Wise. Patrick Stephens Ltd. 1995. 8.5 x 11. 304 pp. A very comprehensive history of the marque from Lord Montagu, whose family has owned Daimlers continuously since 1898 and David Burgess-Wide, the leading marque historian. Book and d/w both Fine. (e£30-40)

861. "Daimler Dart SP250 & V8 250 Saloon". Brooklands Books. 8 x 11. 200 pp. A typical selection of road tests and other articles from a wide range of motoring magazines. Fine.(e£10-15)

862. "Daimler Vanden Plas 4.2". Driver's handbook. 8 x 6. 56 pp. Pub ref – e/1041/1. Dated 1975. For the Series 2 saloons. Includes – black-top maintenance chart, general wiring diagram and specific wiring diagram for the a/c system. Back cover sl rubbed o/w VG. (e£15-20)

863. Daimler 2.5 V8 Saloon Owners literature and wallet. Contains – drivers handbook e/1014/4, black-top maintenance chart; sales & service facilities in UK dated September 1965; card price list – August 1965; Duplicated paper price list - January 1966; Daimler owner's service policy document (torn); Daimler V8-250 periodic maintenance vouchers booklet – 8 unused and original blue plastic document wallets, which has eased for an inch at the top of each side. Handbook, charts and service facilities booklet are Fine. Rest are good to VG. Rare as a set. (e£50-60)

864. Press photo of V8 saloon outside stately home. 8.5 x 6.5. Fine. (e£10-15)

865. "Spare Parts Catalogue for 2 ½ litre V8 and '250' saloon". Pub no D4. Issued October 1963 and revised May 1969. 4-ring plastic binder. 322 pp. Appears to be in unused condition; it has certainly never been near a garage or workshop. Binder could do with a wipe but contents are fresh and clean. VG near Fine. (e£50-75)

866. "Daimler Double-Six Series Two – 2-door and 4-door range. Part Catalogue. 8 x 12. Part No RTC 9090A dated May 1974. This is an original BL catalogue and not one of the Brooklands Books reprints. Covers are dusty and rubbed but internals are fresh and clean. VG. (e£20-30)

867. "Daimler Colour Card". Small booklet 3.5 x 2.5. Many pages of plasticized card body colour samples, some with BL code numbers. 3 pages at the back show combinations of body and interior colours. These booklets are highly valued by restorers. They stay closed so do not fade with the light and remain pretty close to the original colour. Fine. (e£15-20)

868. Radiator Grille for 250 Daimler Saloon. Has ding on right (see photo on website) but that's fixable and it will polish up well. Good with potential for Fine. (e£100-125)

NOTES

SECTION W – JAGUARS BUT NOT LYONS' !

A superb selection of models of cars that started life as Jaguars. Please note that not all colours are correct.

869. Harold Radford convertible based on a Jaguar 420. 1:43 by Matrix. Mint boxed. (e£50-75)

870. Michelotti Le Mans based on a D-type. 1:43 by Matrix. Mint boxed. (e£50-75)

871. Fixed-head coupe by Ghia based on an XK140. 1:43 by Matrix. Mint boxed. (e£50-75)

872. County estate based on a Mark 2. 1:43 by Matrix. Mint boxed. (e£50-75)

873. Ghia "Supersonic" based on an XK120. 1:43 by Matrix. Mint boxed. (e£50-75)

874. Bertone "Pirana" based on a 2+2 Series 2 E-type. 1:43 by Matrix. Mint boxed. (e£50-75)

875. Ladbroke-Avon Estate based on a Series 3 XL saloon. 1:43 by Matrix. Mint boxed. (e£50-75)

876. Bertone fixed-head coupe based on an XK150. 1:43 by Matrix. Mint boxed. (e£50-75)

877. A rogue! This is the Alezan model of the Arden Estate. Like the Lynx Evertor, this was based on an XJS. A 1:43 resin model. Mint boxed, (e£50-75)

NOTES

SECTION X – LYNX

Rarities & Curios

878. Two superb, original watercolours of the Lynx Performer. One is head-on and the other from left side with a leaping Jaguar behind. Artist unknown. Fine. (e£50-75 the pair)

879. Lynx paddock coat. Green with Lynx logo. Size not shown. VG. (e£50-75)

880. A cutaway engineering drawing of the Lynx D-type by C J Eastwood & Associates Ltd. Drawing no. 03-18-006. A copy of the base drawing for all Lynx D-types. A seminal document. Rare. Historic. SI faded o/w Fine. (e£100-125)

881. Lynx Eventer based on an XJS. 1:43 model by Matrix. Mint boxed. (e£50-75)

882. Lynx Eventer based on an XJS. 1:43 by PRX Models, a subsidiary of IXO. Mint boxed. (e£30-40)

883. The Lynx "Paolo Gucci" Eventer brochure. Lynx formed a partnership with a Paolo Gucci, a member of the family who had set himself up as head of a design partnership. The original intention was to create 20 highly distinctive and beautifully-finished cars. However, the Gucci company stepped in and pointed out that they held the rights to the name and the project came to a halt after only one car had been produced. The rarest of all the Lynx Eventer automobilia items. Fine. (e£40-50)

Brochures, etc

884. Lynx Motors International. 3 Brochures – Eventer, C-Type and Lightweight E-type. All Fine. (e£30-40 the set)

885. Lynx Cars – Two single-sided laminated fliers. One for The Lynx XJS Spyder and the other for The Lynx XJS Performer. VG (e£15-20)

886. Lynx Cars – 12-page brochure for the Lynx D-type. Three copies. VG. (e£30-40 the Lot)

887. Lynx Engineering – One 4-page fold-out brochure for the Lynx D-type in kit form (an early London edition). A second 4-page fold-out brochure for the Lynx D-type in kit form (St Leonards edition). Double-sided folder for the Lynx 'D' Type Kit with detailed description of parts and a cut-away drawing. A very rare, probably unique group. VG. (e£50-60 for the trio)

888. 6-page reprint of article on Lynx D-type – 57 SAL - from 4 December 1986 edition of Motor. Brochure for the Lynx D-type kit (OVH 889G on cover). Price list date May 1984 for Spyder and Eventer conversion and D-type kit plus spares for E-type and D-type. VG. A rare group. (e£25-30)

889. Lynx Performer. 4-page folder. 11 x 8. Turbo-charged versions of 3.6 and 4.0 XJS. Fine. (e£10-15)

890. 4-page brochure for the Lynx XJS Spyder. XJS convertible. 11 x 8. An early London publication. Rare. VG. (e£10-15)

891. Lynx Engineering – One 4-page fold-out brochure for the Lynx D-type in kit form (an early London edition). A second 4-page fold-out brochure for the Lynx D-type in kit form (St Leonards edition). 12-page brochure for the Lynx D-type. VG. (e£30-40 for the trio)

892. "Suddenly the XJS is Something Else – the XJS Eventer". Two copies of this cleverly-folded slim flier. 9 x 4.5. Fine. (e£15-20 the pair)

893. Lynx Cars – 12-page brochure for the XJS range of Lynx models. Plus 4-page Lynx Performer folder offering 3.6 or 4.0 turbo. Fine. (e£15-20)

894. Lynx Motor Company – "Lynx put the pleasure back into motoring". 4-page folder for the Lynx D-type. One of the earliest company publications. Shows company address as - Station Road, Northiam, Nr. Rye, Sussex. VG. Rare. (e£20-25)

895. The Lynx Lightweight E-type. 2-page card flier. From the new company's new base in Berkshire, which did not last long. Fine. (e£10-15)

Posters etc

NB – M, F&G = mounted, framed and glazed. M = mounted. F&G = framed and glazed

896. Lynx Eventer brochure photograph. Car in front of Bodiam Castle. M, F&G. Fine. (e£15-20)

897. Lynx Lightweight E-type photograph. Car at speed w trees behind. M, F&G. Fine. (e£15-20)

898. Lynx C-type Magazine ad. Car at speed on country lane. M, F&G. Fine. (e£15-20)

899. Lynx C-type brochure photograph. Car at rest beside the sea. M, F&G. Fine. (e£15-20)

900. A/58 Lynx Cars – photograph of Lynx D-type 57 SAL with Chris Keith-Lucas in workshop. M, F&G. Fine. (e£20-25)

901. Lynx Eventer brochure photograph. Car in field with coppiced trees beyond. M, F&G. - framed and glazed. Fine. (e£15-20)

902. Lynx XKSS – magazine ad "For Great Escapes". Car at rest. Fine. M. F&G. (e£15-20)

Hardware

903. Three curved glass competitor's plaques for the Lynx 40th Anniversary E-type Race. Donnington – 2001. Fine. (e£10-15 the trio)

904 Lynx keyrings. A total of 8 in 3 different designs. Metal and plastic. Fine. (e£30-40 the Lot)

905. Curved green Lynx desk-piece. Fine. (e£10-15)

906. Green Lynx baseball cap. Adjustable. VG. (e£10-15)

907. 3 x Lynx black baseball caps with grey peaks. Adjustable. VG. (e£25-30 the Lot).

908. 7 x Lynx T-shirts. Medium, large and extra-large. Unworn and in original packing. (e£50-60 the Lot)

Thank you!

For reading through to the end of my catalogue. I hope you found it useful - and interesting too. Above all, I hope you have found a Lot or two (or more!) that you will be bidding for.

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Ian Cooling's unique book "Jaguar Collectibles" remains the Jaguar automobilia collector's bible. Superb photography and knowledgeable text combine to make this book a must for any serious collector. Indeed, its appeal reaches beyond fans of the Jaguar marque, Collectors who focus on themes such as brochures, badges and mascots that cut across marque lines, will also find some fascinating reading.

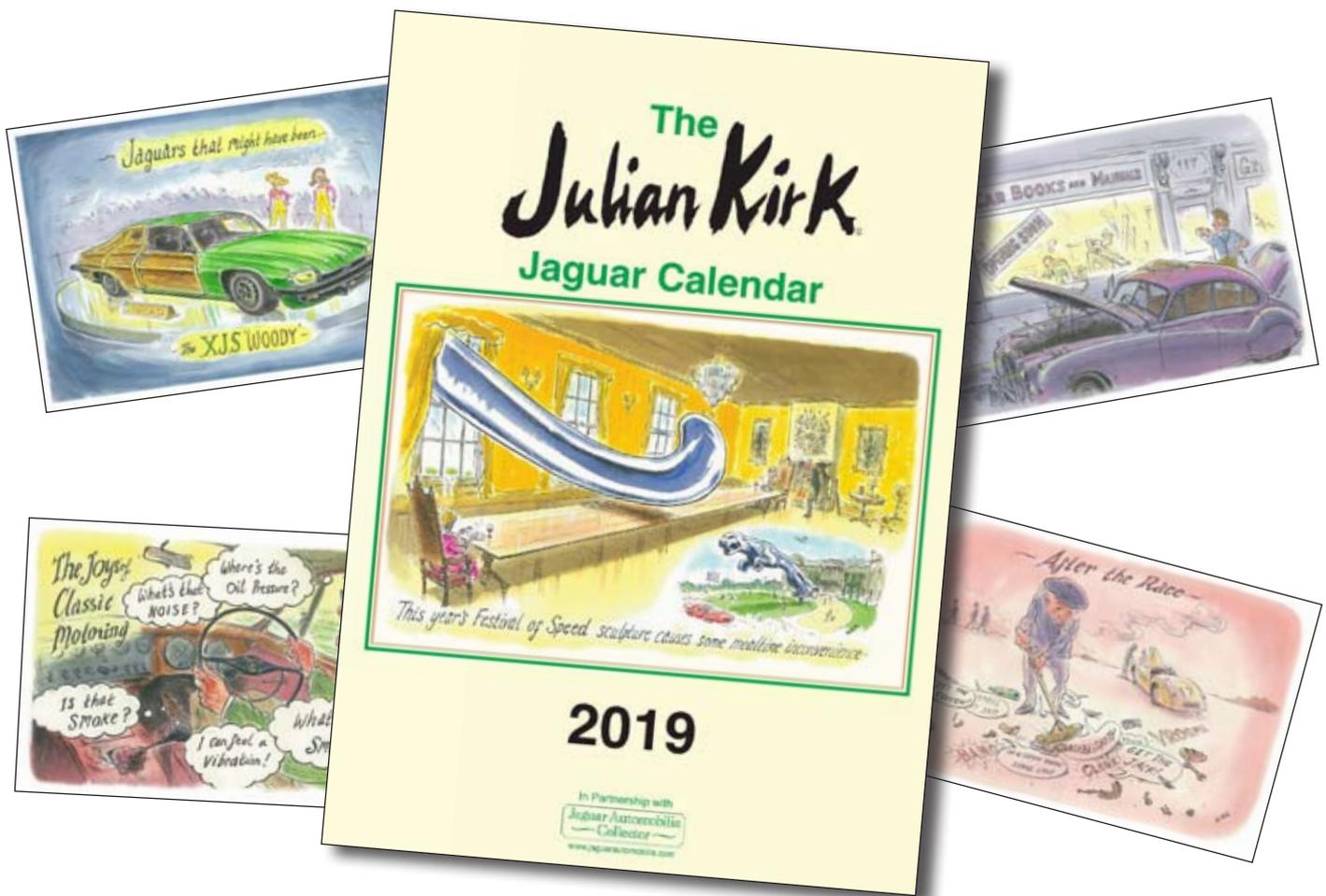
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Julian Kirk's 2019 Jaguar Calendar

Now on Sale!



For the sixth year running, I have commissioned Julian Kirk to produce another set of his highly-amusing Jaguar cartoons. For 2019, he shows some of the downsides of classic car D.I.Y and the highs and lows of having a Jaguar in the family. There is also a sympathetic nod in the direction of the long-suffering wives and partners of the Jaguar-obsessed.

This calendar remains a genuinely-limited edition of only 100 copies world-wide. Each copy is personally signed and numbered by Julian.

I have held the UK price at £25. The price for Europe is £30 and for the Rest of the World is £35. All these prices include post & packing.

You can order through my website – www.jaguarautomobilia.com. Or, if you prefer, just mail me with the number of copies you would like, your postal address and how you would like to pay and I'll send you an invoice.

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If you have any queries on any of this, just mail me. My e-mail address is on the front of the catalogue

DESCRIPTIONS AND CONDITION OF LOTS

In addition to the details written descriptions given in the catalogue, we use the following standard descriptions for the condition of books and other literature items. Equivalent descriptions will apply to non-literature items.

Mint. - As it left the bookseller. Complete with dust jacket, if originally supplied, and impossible to distinguish from a new copy. A mint dust jacket will be as new.

Fine. - In excellent condition. Some evidence of ownership or storage. May bear small inscription from a former owner. A fine dust jacket will be as new apart from some slight rubbing.

Very Good. - Less than fine condition. Apart from slight foxing or fading, no significant faults. A very good dust jacket will have excellent colour but with rubbing evident on back, edges and corners and possibly some very slight creasing and fading.

Good. - Obviously a second-hand book. Some faults but complete in all respects unless described otherwise. A good dust jacket is complete and fairly clean but with noticeable rubbing, fading, slight creasing, marks, small tears, and other signs of wear.

Poor. - A book in bad condition. It may be warped and stained, with preliminary pages missing and spine damage. The text will be complete. A poor dust jacket will be tatty, grubby and may also be noticeably marked, creased or torn.

A Working Copy. - a book in a condition unacceptable for the library, but complete and still of value, e.g. a garage copy of a workshop manual.

The above terms may be qualified by such words as: very, almost, approaching, less than, plus, minus, etc.

The paper used for certain letters, newspapers and magazines - even today - is of poor quality. Inevitably, such paper will brown in time, sometimes quite quickly. This is not necessarily evidence of neglect, merely chemistry in action. Common-sense dictates that there are very few 50-year old magazines, brochures, etc, left in mint condition.

Condition is also relative. A fine sales brochure two years old will be in better condition than a fine sales brochure forty years old. The fineness of the former is as compared with other two-year old brochures and the fineness of the latter is as compared with other forty-year old brochures.

Unless otherwise stated, all books are hard-backed and in English.

All measurements are in inches and taken from left to right then bottom to top. Thus, a book or brochure 12 x 8.5 is in landscape format whereas a book or brochure 8.5 x 12 is in portrait format. Measurements are accurate to half an inch.

The following are the meanings I give to certain words in my descriptions:

Edgy. - Thin, rubbed, slightly worn and perhaps with a few minor tears at the edges. Most often used to describe dust jackets, road test reprints, sales folders and the like. Oversized items are often edgy.

Bumped. - bruising to the corners and top/bottom of the spines of hard-backed books, thick sales brochures, corners of card photo mountings, etc.

Rubbed. - typical of the back cover of a book which has been slid across a desk, or a press pack cover which has been sliding around in an over-size box with a number of others.

Scratched. - a deeper form of rubbing where the surface of the paper has been cut to some depth, but not completely through.

Foxed. - the brown, spotty discolouration occasionally found on inside pages and edges of older books.

Warped. - a bending of covers and/or pages, usually caused by damp, or by stacking in uneven heaps.

Chipped. - loss of small portions of paper, usually from dust jackets.

CONDITIONS OF BUSINESS

General Conditions

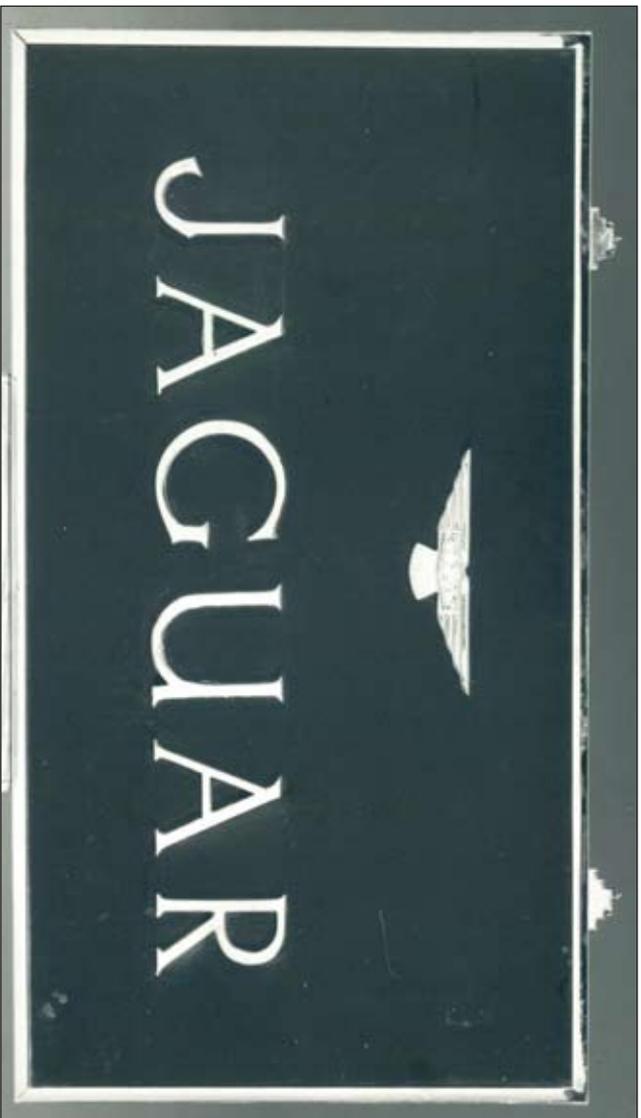
1. Jaguar Automobilia Collector Distant Auction is referred to throughout as JACDA.
2. These Terms and Conditions will form the basis of the contracts between JACDA and Buyers and between JACDA and Vendors. They must be read in conjunction with the Guidance Notes listed on the JAC website and in the auction catalogue.
3. All transactions to which these conditions apply and all matters connected therewith shall be governed by English law.
4. Delivery of goods for sale or entry of a bid shall be deemed unconditional acceptance of these conditions.
5. Catalogue descriptions are statements of opinion only. Many lots will be of an age or nature which precludes their being in pristine condition. Catalogue descriptions may indicate certain damage or imperfections. The absence of such an indication does not imply freedom from defects, nor does reference to certain defects imply the absence of others.
6. Estimates are statements of opinion only. No estimates made anywhere by JACDA whether in writing or orally may be regarded as a prediction of the actual selling price.
7. Catalogue and web-site illustrations are solely for guidance and are not intended to define condition.
8. The copyright in all written matter and illustrations in the catalogue and on the website shall remain the absolute property of JACDA.
9. Lots subject to VAT on the hammer price will be indicated by a hash (#) after the lot number in the catalogue. VAT may not be chargeable if such lots are delivered outside the EU.

Buyer's Conditions

1. No person shall be entitled to bid at a sale other than on a JACDA bidding form on the JAC website or as printed in the sale catalogue or as sent by e-mail. All bids will be acknowledged and that acknowledgement will constitute acceptance of the bid(s). Photocopies of printed bidding forms are acceptable. Bids will not be accepted by phone or fax.
2. The highest bidder on a Lot when the auction closes will be the buyer and that bid will form the hammer price for the Lot irrespective of any lower bids. If only one bid is received at or above a reserve price the hammer price will be that bid. What you bid is what you pay.
3. A buyer's premium of 20%, plus VAT on the premium at the prevailing UK rate, is payable on the hammer price of each lot bought. VAT may not be payable of lots are to be delivered outside the EU
4. The Buyer agrees to pay JACDA's expenses and buyer's commission at the rates shown in these Conditions and the Guidance Notes. These costs will be added to the hammer price.
5. Ownership of a lot shall not pass to the buyer until payment of the total amount due has been made in full to JACDA.
6. Insurance in transit shall be at the buyer's discretion. If the buyer gives no instructions for the purchases to be insured then JACDA shall not be in any way liable for any damage to or loss or destruction of the item or items however caused.
7. Full payment must be made to JACDA not later than 14 days after receipt of the invoice. Methods of payment are in the Guidance Notes.
8. If payment in full is not received within the stipulated time then JACDA shall be entitled to: 1. Retain that lot and all other lots sold to that buyer at the same or any other sale. 2. Rescind the sale of that lot and all other lots sold to that buyer at any auction conducted by JACDA. 3. Reject any bid from that buyer at any future sale. 4. In the event of part-payment, sell any items that are unpaid for, deduct all costs and refund the remaining proceeds, if any.

Vendor's Conditions

1. The vendor warrants to JACDA that the vendor is the true owner of the property or is properly authorised to sell the property by the true owner and is able to transfer possession and good and marketable title to the property free of any third party claims.
2. The vendor also warrants that he/she has provided JACDA with all information the vendor has concerning the provenance of the property
3. All items for sale shall be sent to JACDA for inspection prior to cataloguing.
4. All items will be insured at the vendor's expense whilst on JACDA premises. The charge will be £1 per £100 subject to a minimum charge of £1. If unsold - the value will be the reserve price or the lower estimate if there is no reserve. If sold - the value will be the hammer price plus commission.
5. Insurance in transit will be at the vendor's discretion. If the vendor decides that their items should not be insured in transit to JACDA premises then JACDA shall not be in any way held liable for any damage to or loss or destruction of the items in transit however caused.
6. Reserves will be agreed in writing between JACDA and the vendor. If no reserve has been placed on a lot JACDA shall in no way be held liable should the lot be sold at a price below any estimated selling price shown in the catalogue.
7. A vendor's premium of 20% plus VAT on the premium at the prevailing UK rate is payable on the hammer price of each lot sold.
8. The vendor gives JACDA the right and full discretion to photograph any lot offered for sale and to reproduce such photographs plus any supplied by the vendor at any time. The copyright of all photographs taken by or on behalf of JACDA shall remain the absolute property of JACDA.
9. Where a vendor cancels instructions for the sale of a lot after it has been catalogued JACDA shall be entitled to a fee of 10% of the reserve price or of the lower estimate if there is no reserve, plus VAT and expenses e.g. cataloguing, photography, insurance and return carriage costs.
10. It is the responsibility of the vendor to confirm whether or not a lot has been sold. If a lot is unsold the vendor shall either arrange for the lot to be returned at their own expense or instruct JACDA to re-offer the lot for sale. A flat fee of £2 per lot will be charged on unsold lots.
11. If, within 30 days after the sale has closed, the vendor fails to give instructions for the disposal of an unsold lot JACDA shall have the absolute right to sell the lot by auction or private treaty sale and deduct from the proceeds any sums owing to JACDA.
12. The vendor agrees to pay JACDA's expenses and vendor's commission at the rates shown in these Conditions and the Guidance Notes and authorises JACDA to deduct these sums from the hammer price.
13. JACDA shall pay the net sale proceeds to the vendor not later than 10 days after the invoiced funds have been received by JACDA from the buyer in full. If the sale proceeds have not been received within 30 days from the invoice date, JACDA will contact the vendor and seek instructions.



309. A superb, double-sided showroom sign from the late 1940s/early 1950s. (eF750-1000)



310. A magnificent matching pair of 18k gold pair of 18k gold Jaguar presentation pens. (eF500-600)

407. The left-hand door skin for the unique 1938 SS100 fhc. (eF400-500)



409. A wooden pattern for casting a metal SS Cars sign (eF400-500)

