

# Veteran, Vintage and Classic Cars, Motorcycles and other Vehicles

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I. O. CHANCE, C.B.E. (*Consultant*)

at Palace House, Beaulieu, Hampshire

On Thursday, July 8, 1976

at eleven-thirty precisely

MAY BE VIEWED TUESDAY AND WEDNESDAY PRECEDING

Illustrated Catalogue (47 Illustrations) Price £2.50

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In sending Commissions or making enquiries, this sale should be referred to as  
ROYCE

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**1914 STELLITE 9.5 H.P. TWO-SEATER**

Reg. No. FM 808 Chassis No. 521 Engine No. 826 A 1560

Engine, four-cylinder, overhead-inlet-valve, monobloc, bore 62mm., stroke 89mm., capacity 1,075 c.c.: magneto ignition: three-speed gearbox in unit with back axle, right-hand change: worm drive: foot and handbrakes on rear wheels: suspension quarter-elliptic front and rear: wheelbase 8ft. 0in.: tyre size 700 x 80: price new in England, £158.

Though made in a separate factory by a subsidiary company, the Stellite was in fact a cheap, light Wolseley introduced in 1913, when the parent firm offered nothing smaller than a 16/20 h.p. The design was an intriguing mixture of ancient (armoured wood frame) and modern (detachable cylinder head), while the gearbox was mounted in unit with the back axle. This car, first registered in Chester in September, 1914, has been dated by the Veteran Car Club of Great Britain (Certificate no. 987). It has the three-speed gearbox of later models (the first Stellites were two-speeders), and carries the standard open two-seater coachwork, with hood, screen, single dickey seat, and scuttle styling shaped to match the radiator. Equipment includes brass acetylene headlamps, brass oil side and tail lamps, a brass bulb horn, and a brass exterior mirror of contemporary type. The steel detachable artillery wheels include a spare mounted on the right-hand running board.

Condition is described as excellent throughout, the car having been restored to *concours* standard some four years ago. It has recently been on display in the Syon Park Museum at Brentford, Middlesex.

**1919 LE ZEBRE 8/10 H.P. (6CV) D-TYPE OCCASIONAL FOUR-SEATER**

Reg. No. (France) 784 NA3 Chassis No. D8/6744

Engine, four-cylinder, side-valve, monobloc, bore 55mm., stroke 105mm., capacity 998 c.c.: magneto ignition: four-speed gearbox, right-hand change: shaft and bevel drive: footbrake on transmission, handbrake on rear wheels: suspension quarter-elliptic front, cantilever rear: wheelbase 8ft. 4in.: tyre size 710 x 90: price new in England (1921), £345.

Le Zèbre made their name with 650 c.c. single-cylinder runabouts marketed from 1909 onwards, these being offered up to World War I. After the Armistice, however, the four-cylinder line, introduced in 1913, became the company's staple. This car was originally believed to be of 1918 manufacture, but no evidence can be adduced for the existence of the D-type before mid-1919, and the actual date could fall anywhere between then and 1922. The car carries occasional four-seater 'chummy' coachwork with sloping tail; equipment includes a hood, two-panel opening windscreen, electric lighting, a bulb horn, and a spare wheel mounted on the right-hand running-board. There is no starter or dynamo. Right-hand steering is fitted.

One of only two D-types known to exist in Britain, this example was discovered in Brittany in 1971, working as a hay cart. It is believed to have found its way there after its last owner joined up in 1939, and failed to return from the War. At the time it was in very poor shape, but the ensuing stripdown revealed remarkably little wear in the internals, an indication of a low total mileage. The ensuing restoration took eighteen months and cost in the region of £3,500; among the jobs entailed was the reconstruction of the rear half of the body with the aid of pictures in contemporary catalogues; most Le Zèbres imported into England, incidentally, were two-seaters with dickey. Since the completion of the restoration in 1972 the vehicle has been used for occasional runs on sunny days. Condition is described as excellent in all respects. Though an English registration has never been issued on the car, the full import duty has been paid.

