

Important Sports, Competition
and Collectors' Motor Cars
Sunday 19 March 2017
Chichester, Sussex

GOODWOOD MEMBERS' MEETING SALE



Bonhams





GOODWOOD MEMBERS' MEETING SALE

Important Sports, Competition
and Collectors' Motor Cars
Sunday 19 March 2017
Chichester, Sussex

VIEWING

Saturday 18 March 9.00 - 17.30
Sunday 19 March from 9.00

SALE TIME

Sunday 19 March 14.00

SALE NUMBER

24118

CATALOGUE

£30.00 + p&p

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
bids@bonhams.com

To bid via the internet please visit
www.bonhams.com

Live online bidding is available for this sale

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

ENQUIRIES

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

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

Monday to Friday 09:00 - 18:00
+44 (0) 20 7447 7447

Please see page 2 for bidder
information including after-sale
collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: 38
Back cover: 51

PLEASE NOTE

Admission to the sale by catalogue
only (admits two)

This catalogue does not admit the
holder to the Goodwood Members'
Meeting Motor circuit.

Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.

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Harvey Cammell Deputy Chairman,
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Gordon McFarlan, Andrew McKenzie,
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Peter Rees, John Sandon, Tim Schofield,
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Charlie Thomas, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

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

For Registration Numbers the Buyer's Premium is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

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

Damage

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

Cash Limit Acceptance

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

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

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

VAT

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

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

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

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

NOVA

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

Vehicles imported under Temporary Admission (TA)

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

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

Motor Car Preparation

Chris Bailey, Showcase SVS
+44 (0) 7889 722 333

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

The auctioneer will aim to sell circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have every vehicles file available for inspection during the view.

Keys and Documents

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

Important changes to V5C Registration Document procedures

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

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

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

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

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

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

How can I pay?

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

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

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

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

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

Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately

Bank transfer

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

Cash Limit Acceptance

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

Are there any other charges?

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

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For Registration Numbers the Buyer's Premium is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

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

When can I clear my purchases?

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

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Alexandra Lippai.

Worldwide Motoring contacts

UK Motor Cars

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Title/Registration Clerk

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Motorcycle Department

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Bill To
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bill.to@bonhams.com

Buyers/Sellers Accounts US

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+1 (415) 861 8591 fax

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12.00pm on Monday 20 March after which they will be uplifted to store by Polygon to their storage facility.

Buyers should satisfy themselves that they have collected all relevant log books, documents, parts, accessories and keys relating to their Lot(s) at time of collection.

Otherwise Lots shall be removed to storage at the Buyer's expense (see below). Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed will be transported by Polygon Transport to store:

Polygon Transport Registered Office:
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4BL
02380 871555
02380 862111 fax

Vehicle Removal charges
£265 + VAT per vehicle

Vehicle Storage charges
First 14 days
£14 + VAT per motor car per day

Thereafter
£10 + VAT per motor car per day

Transport and Shipping

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

Photography

Simon Clay
Tom Wood
Neil Fraser

Directions to Goodwood

From London, take the A3 to Milford and then A283 to Petworth.

From M25, leave at Junction 10. Take A3 to Milford and then A283 to Petworth.

From Petworth take the A285 towards Chichester. Approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

From Southampton and Portsmouth take the A27 eastbound around Chichester until the junction with the A285 Petworth Road. Take the slip road left for Petworth. Continue north along the A285 until the T junction with New Road and turn left. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

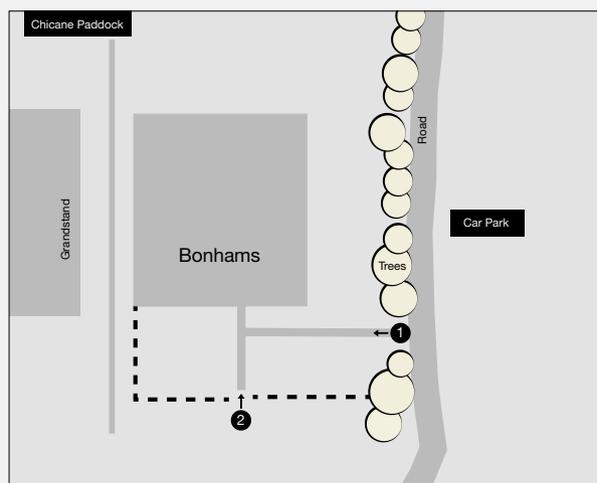
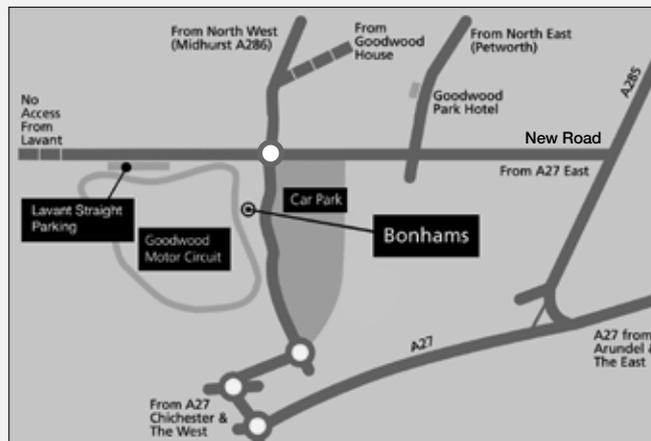
From Brighton and Worthing take the A27 westbound towards Chichester. After the Tangmere roundabout take the slip road left directing towards the A285 Petworth until turning left on to New Road. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

From Petersfield, Haslemere follow the A272 to Midhurst. From Midhurst follow the A286 towards Chichester. Just south of the village of Singleton take the left hand fork towards Goodwood Racecourse. At the T junction by Goodwood Racecourse turn left as directed by the AA road signs towards the A285.

At the junction with the A285 approximately 1 mile south of Halnaker Village, at the T junction with New Road, follow the AA road signs that turn right towards the Motor Circuit. From here follow the Bonhams signs and you will be directed to the most appropriate car park.

Those wishing to arrive by air (helicopter or fixed wing):

Landing times will be severely restricted and must be booked with Goodwood Air Traffic Control in advance on +44 (0) 1243 755087



1
Please use this entrance if you don't have a ticket to the Members Meeting

2
Access from/to the Members Meeting (ticket required)

Please note

Food and Drink will be available at the Bonhams Marquee

MOTOR CARS

Sunday 19 March 2017, 14:00

Images of each lot can be found at
www.bonhams.com/24118



VEHICLE REGISTRATION NUMBERS

01

VEHICLE REGISTRATION NUMBER - S 41

UK vehicle registration number held on DVLA Retention Document expires 9/1/2027.

£35,000 - 45,000



02

VEHICLE REGISTRATION NUMBER - S 92

UK vehicle registration number held on DVLA Retention Document expires 9/1/2027.

£30,000 - 40,000



03

VEHICLE REGISTRATION NUMBER - PAT 27

UK vehicle registration number held on DVLA Retention Document expires 9/1/2027.

£5,000 - 7,000



IMPORTANT NOTICE

Before bidding on Lots 01, 02 and 03, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly. When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer failing to do so.

N.B.

Lots 01, 02 and 03 are subject to buyers premium at Automobilia rates please see General Information and Guide for Buyers for details on pages 4 and 5

1983 SBARRO 'BMW 328' ROADSTER

Registration no. not UK registered

Chassis no. SB328004J

- Rare Swiss-made BMW 328 replica
- 2.8-litre BMW engine
- Sold new to Japan
- Two private-collector owners from new



Since the early 1970s the exotic one-offs made in Switzerland by expatriate Italian Franco Sbarro have been one of the major attractions of the Geneva Motor Show. His first offering was based on the Lola T70 sports racer, and subsequent inspirations have included the Porsche 917, Ford GT40, Bugatti Royale, Mercedes-Benz 540K, and Porsche 911, the latter forming the basis of the wedge-shaped Sbarro Challenge coupé of the 1980s.

In the mid 1970s BMW's legendary pre-war sports car, the 328, was revived in replica form by Sbarro, the German manufacturer's contemporary '3' Series saloon providing much of the running gear. The Sbarro 328's two-seater glassfibre coachwork closely followed the lines of the original, while the tubular chassis was configured to accept the modern running gear, which included all-round independent suspension and front disc brakes. As well as modern switch-gear and lighting, the Sbarro 328 also came with a heater and windscreen de-mister.

Autocar magazine tested a Sbarro 328 for its January 1977 edition, finding it an intriguing mix of old and new characteristics: 'In terms of clutch, brake and steering wheel effort, and the feel of the gearchange, one could be in a recent saloon car. The ride and handling are, however, distinctly "old-fashioned"...' Nevertheless, the esteemed British motoring magazine felt that 'it would be perfectly feasible to make a long journey in complete comfort in a Sbarro BMW 328 Replica'.

When equipped with the modern BMW 325's 2.5-litre, six-cylinder engine, a top speed of 132mph was claimed for the Sbarro 328. The example offered here has the 2.8-litre, six-cylinder, overhead-camshaft engine of the BMW '5' Series installed so should be capable of nudging 140mph. This Sbarro 328 was delivered new to Japan and remained in the first owner's private collection until its purchase by the vendor in 2010. The Sbarro was imported into the UK that same year; taxes have been paid, though the car has never been registered in this country. MoT'd in 2015, it is in running and driving condition, and is only offered for sale following a change in the focus of the vendor's collection. Sold strictly as viewed, this rare and desirable BMW 328 replica is offered with sundry bills, an old-style logbook, and MoT to April 2016.

£25,000 - 30,000**€29,000 - 35,000****No Reserve**

05

1964 ALFA ROMEO GIULIA SPIDER

Registration no. TCP 66

Chassis no. AR383353

- Sold new in the UK
- Rare right-hand drive model
- On museum display since 1985
- One former keeper
- Offered for re-commissioning/restoration



Sold new in the UK, London, this Giulia Spider has been on museum display since 1985. There is an email in the history file from Alfa Romeo Centro Documentazione confirming that it was manufactured as a right-hand drive Giulia Spider (101.19) on 7th March 1964, and sold to Alfa Romeo UK, London on 30th May 1964. It has been estimated (although unconfirmed) that only 404 right-hand drive examples of the Giulia Spider were produced.

It is possible that the Alfa's previous owner acquired it new; certainly the V5C records only one former keeper. Prior to 1985 the Giulia had been re-sprayed by the previous owner, while it seems that a certain amount of work was done at that time: sills appear to have been replaced and there is evidence of other repairs. During the car's time as an exhibit the engine was run at intervals, although it has not been run for the past 10 years. To facilitate movement, and to prevent them seizing, the front brake pads and rear brake shoes have been removed (these accompany the car). When checked on consignment, the engine turned over and the clutch freed off. Weather equipment consists of the hood and a tonneau cover.

The previous owner's re-spray has lifted in parts and there are areas of thin paint and a very small amount of bubbling evident on the boot lid. The seats have been fitted with Karobes covers, though the original upholstery is still in place beneath them, while the original spare wheel and jack are located to the rear of the seats. The odometer shows an indicated mileage of 37,167. Old MoTs on file show mileage totals of 37,008 in 1982/83 and 37,141 in 1983/84. The following year's MoT certificate is not present, but there is an MoT checklist showing a mileage of 37,163 on 13th August 1984. The car entered the museum the following year.

Sold strictly as viewed, 'TCP 66' will require re-commissioning and/or some degree of restoration prior to returning to the road. Accompanying documentation consists of a V5C and the aforementioned Alfa Romeo email, old MoT certificates, and MoT checklist. A workshop manual is included in the sale.

Described by *Cars Illustrated* as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

£32,000 - 36,000

€37,000 - 42,000



06

Property of a deceased's estate

1976 FORD CORTINA MKIII 1600 XL SALOON

Registration no. NJT 559P

Chassis no. BBFK P BABFSA51135

Ford first applied the 'Cortina' name to its medium-sized family saloon in 1962, sticking with the tried and tested mechanical formula of front engine/rear-wheel drive, McPherson Strut independent front suspension, and a live rear axle from the MkI to the MkV. The Cortina's conventional specification did it no harm whatsoever, the model dominating its market sector for 20 years. In September 1970 the Cortina MkIII range was introduced, featuring wishbone front suspension and an American-inspired 'Coke bottle' body, while the top-flight 1600 GT and 2000 models came with new overhead-cam Pinto engines. Built as a two- and four-door saloon and an estate, the MkIII boasted a wide choice of engines and trim levels, enabling Ford to claim that no fewer than 35 basic versions were available. Over 1.1 million MkIII Cortinas had been built by the time production ceased in 1976. The late owner's property from new, this Cortina 1600 XL was a 'Category D' write-off in 1998 and was repaired at that time. The car has been in storage for some years and has just been re-commissioned and MoT'd. Sold strictly as viewed, it comes with an MoT certificate valid until January 2018.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



07

Property of a deceased's estate

1973 FORD MUSTANG MACH 1 CONVERTIBLE

Registration no. TGF 225L

Chassis no. 3FO3M122331

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. A new, restyled and enlarged Mustang was Ford's big news for 1969. Top-of-the-range model was the awesome Mach 1 that came with a 351ci (5.7-litre) 250bhp V8 engine as standard equipment. An automatic transmission model finished in red with black vinyl interior, this example of the fabulous Mustang Mach 1 Convertible has the 351ci ('M' code) V8 engine with four-barrel carburettor producing 300bhp, and was considered at least the equal of the Shelby 350 GT when manufactured. The car was imported into the UK in 2000, having already been restored, and was acquired by its late owner in April 2002. Kept in storage for a number of years, it has just passed the MoT test and is described as in generally good condition, with engine running well. The car is offered with a V5C Registration Certificate and MoT to January 2018.

£6,000 - 8,000

€7,000 - 9,300

No Reserve



08

Offered on behalf of The Science Museum

1974 ENFIELD 700 ELECTRIC CAR

Registration no. KUM 155N

Chassis no. 023675

Manufactured by Enfield Automotive Limited both in Greece and at its Isle of Wight factory, the Enfield was a two-seater city car powered by an 8hp electric motor. The attractively styled aluminium bodywork was mounted on a tubular-steel spaceframe chassis and the little car boasted coil-spring suspension, rack-and-pinion steering, and sliding doors. The Enfield was designed to comply with UK legislation and once had the distinction of being the only known electric car to have passed a standard crash test. Unlike many of its contemporaries, the Enfield has a built-in charger, enabling it to be plugged into a standard 13-amp socket for recharging. Charging time was eight hours, the range up to 40 miles, and the top speed 40mph. When production ceased in 1976, 61 out of the 106-or-so Enfields produced were purchased by the Electricity Council, which was evaluating electric car technology. During the succeeding ten-or-so years the cars were further developed, gaining better controllers, chargers, and batteries. After much valuable experience had been gained in their operation, 35 of the Council's remaining 54 cars were auctioned off in 1988. The Science Museum's Enfield electric car was built around 1974 and in the early 1980s was loaned to British Leyland by the Electricity Council for evaluation. It arrived as part of the Electricity Council's resources for the museum's Electricity Gallery. Although the car itself was not used in the gallery, it was restored firstly by the late Joel Lorenz, a member of the Museum's Friends, and more recently by the Museum's Technical Services Department.

£2,000 - 4,000

€2,300 - 4,700

No Reserve



09

Left-hand drive

1999 CHEVROLET CAMARO CONVERTIBLE

Registration no. to be advised

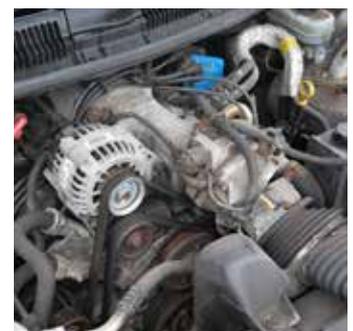
Chassis no. 2G1FP32KYW2118711

Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only going to be a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival – the Camaro. The Camaro evolved progressively over the years, arriving in 1993 at its fourth generation. Built on General Motors' F-body platform for small rear-drive cars, the new Camaro was built as either a 2+2 coupé (with optional Targa-top roof) or a convertible (from 1994). V6 and V8 engines were available. This left-hand drive example is powered by the 3.8-litre V6 engine and has automatic transmission. Purchased new by the recently deceased vendor, the Camaro was supplied by Evans Halshaw Chevrolet of Milton Keynes, and was delivered on 23rd March 1999 to Mather Consultants Ltd with 160 miles recorded. The car was used by the late owner as his daily driver and has been regularly serviced. MoT'd in 2016 and described as in generally good condition, it starts, runs and drives well. A model rarely seen in Europe, this beautiful American soft-top is offered with MoT to July 2017 and a V5C registration document.

£5,000 - 7,000

€5,800 - 8,200

No Reserve



10 Ω N

1997 SUBARU IMPREZA 22B-STI LIMITED EDITION PROTOTYPE

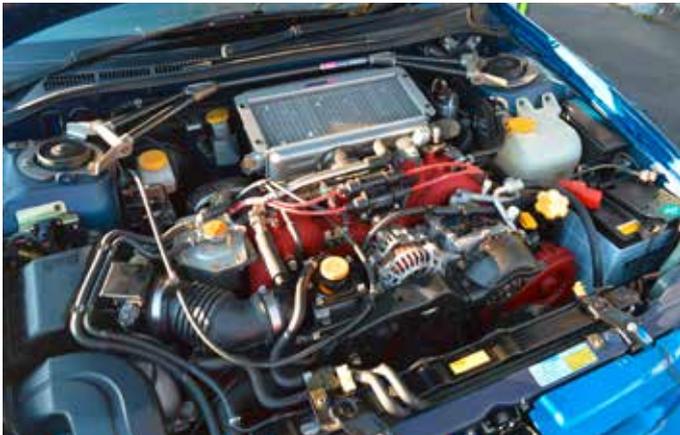
Chassis no. GC8-061819

- *Prototype for the 1998 22B Impreza*
- *Displayed at the 1997 Tokyo Motor Show*
- *Right-hand drive*
- *In a single-owner private collection for 20 years*
- *Circa 51 kilometres from new*



Since its arrival on the scene in the early 1980s, Subaru's presence at the forefront of international rallying has given the Japanese concern a profile out of all proportion to its relatively modest stature as an automobile manufacturer. Subaru's first venture on to the world stage was at the 1980 Safari Rally with the un-competitive Leone model, and the arduous African event would remain the focus of the firm's rally campaign for several years. In 1990 the commencement of what would turn out to be a highly successful partnership with the British Prodrive concern enabled Subaru to undertake a full international season for the first time. Despite adequate power from the Legacy 4WD's turbo-charged engine, and the presence of Finn Markku Alen in the Prodrive works team, outright victory at international level continued to prove elusive, though Scot Colin McRae's back-to-back RAC Open Championships in 1991 and 1992 hinted at greater things to come.

Following the arrival of the new Impreza Turbo model in 1993, Subaru made its long awaited breakthrough in August of that year when Colin McRae/Derek Ringer won the New Zealand Rally, the marque's first major international success. The following season brought three more World Rally Championship (WRC) victories – two for McRae and one for Carlos Sainz – before Subaru finally achieved its long-sought goal of outright victory in the World Championship in 1995.



In a closely fought contest, Subaru team-mates McRae and Sainz won five of the eight rounds between them – the split being three/two to the Spaniard – with the Drivers' Championship eventually decided in the Scot's favour by virtue of his greater consistency. Subaru also claimed the Manufacturers' title, a feat it would repeat in 1996 and again in 1997. Further Drivers' World Championships were secured in 2001, courtesy of the late Richard Burns, and in 2003 when Petter Solberg emerged triumphant.

Based on the 1997 works team specification, this Subaru Impreza STI is the first prototype for the 1998 production WRC car (type 22B), and was displayed at the Tokyo Motor Show in 1997 ahead of the production version's release in March 1998. Despite an asking price of 5 million yen, the 400 cars scheduled for production sold out in just two days.

In its 1998 incarnation, the Impreza's 2.2-litre turbo-charged 'flat-four' engine produced 280PS (276bhp), which was transmitted via a ceramic/metal clutch to the four-wheel-drive transmission, which had undergone considerable strengthening for the 22B model. Developed directly from the works team's considerable experience, the running gear featured Eibach suspension springs, Bilstein dampers, and BBS forged alloy wheels.

The aerodynamic bodywork, with its extended wheelarches, wide front air dam, and boot-mounted spoiler, was the work of the celebrated British vehicle designer, Peter Stevens, at that time working as a consultant for Prodrive, among others.

For the last 20 years, this Impreza prototype has belonged to a private collector, being kept in storage and continuously maintained to keep it is effectively 'as new' condition (the odometer reading is only 51 kilometres). The evocative sponsor's decals, as used on the Prodrive works cars, were applied by the collector. It is extremely rare for a major manufacturer to release a unique prototype for sale; indeed most are broken up or crushed after their development tasks have been fulfilled. Thus, this ultra-rare Subaru Impreza 22B-STI Limited Edition Prototype represents a once-in-a-lifetime opportunity for the discerning collector.

Import VAT of 20% plus an additional 10% Import Duty subject to UK VAT at 20% is applicable to the Hammer Price should the car remain in the EU.

£65,000 - 75,000
€76,000 - 88,000

11

The ex-Alan Mann Racing, Jackie Oliver

1968 FORD ESCORT TWIN CAM COMPETITION SALOON

Registration no. XOO 347F
Chassis no. BB48GP18167

- *Ford-supplied works car*
- *Raced in period in the British Touring Car Championship*
- *Known history*
- *Restored between 2011 and 2014*
- *New Geoff Richardson FVA engine*
- *Ready to race*





The arrival of the Escort Twin Cam at the start of 1968 marked the second phase of Ford UK's production-car based competitions programme that had commenced with the Lotus Cortina. The latter had used the Ford-based 1.6-litre Lotus Twin Cam engine to good effect, and combining this unit with the smaller and lighter Escort bodysell would prove to be an inspired move. Reputedly, Ford's Competitions Manager, Henry Taylor had seen a prototype Escort being tested and recognised its potential. A feasibility study commenced at the Competitions Department's Boreham factory in March 1967, which proved that although the list of modifications required to install the bulky Twin Cam engine and 2000E gearbox was a lengthy one, the transplant was possible. The project duly got the 'green light' and a dedicated Twin Cam production line was set up at Ford's Halewood plant on Merseyside where the cars were assembled by a hand picked team using the stronger export-specification Escort two-door bodysell. Production proper got under way in the spring of 1968 after the first 25 Twin Cams had been assembled at Boreham. Group 3 homologation (500 units built) was achieved in March '68 and Group 2 (1,000 units) in May.

Competition success had been the Twin Cam's raison d'être and Ford's new baby was soon delivering the goods. A pair of the Boreham-built Twin Cams dominated the televised Croft rally-cross meeting in February 1968, demonstrating its potential to an audience of millions, while the car's first major international success was achieved that March when Ove Andersson and John Davenport finished 3rd in the San Remo Rally.

The Twin Cam's first outright win was achieved by Roger Clark in the Circuit of Ireland Rally at Easter. Despite a short works career that ended in 1971, the Escort Twin Cam won the World Rally Championship for Makes twice, in 1968 and '69, and helped the Alan Mann Racing-entered Frank Gardner take the British Touring Car Championship in '68. The Alan Mann cars all used Cosworth's Formula 2 engine – the FVA – which was based on the Twin Cam cylinder block and thus eligible under the UK's relaxed Group 5 rules.

Ford UK's fastest production model when launched, the Escort Twin Cam and its Cosworth-engined successors would go on to be Ford's most successful competition cars prior to the arrival of the Sierra RS Cosworth in the 1980s.

'X00 347F' is one of the six original Escorts that Ford loaned to the Alan Mann Racing Team in 1968 to compete in the British and European Touring Car Championships. '347' was used as the spare car in the British Championship and was driven on occasion by Jackie Oliver. Once, at Brands Hatch, Jackie finished in front of Frank Gardner who was driving the championship-winning 'X00 349F'. Driving '347', Oliver finished 2nd behind Roy Pierpoint's Ford Falcon. Intriguingly, the related press cutting on file refers to Oliver's Escort as being supercharged to run in the big class.



Brands Hatch International Meeting, August 1968 © Fred Taylor



After the Alan Mann team had completed the 1969 British Championship season with Frank Gardner in '349' (fitted with a Twin Cam engine), all of the remaining five cars were returned to Boreham. Don Moore ran '347' in Shell colours for Gillian Fortesque-Thomas in UK national races in 1972 as a test mule for the new alloy block Cosworth BDA engine at 2,060cc and 260bhp. In 1973 Alec Poole purchased the Escort (now fitted with a new fuel-injected 1,800cc BDA) and shipped it to Guyana. Poole raced the car in 1974 and sold it on to Harry Watkins in '75. In 1977 '347' went to Trinidad and subsequently was sold to Greg Cozier, who shipped it back to the UK in 2010.

John Mitchell then bought '347' from Greg and commenced a meticulous rebuild of the car to its original 1968 Group 5 specification. Prior to purchase and rebuild, its originality had been confirmed by Alan Mann, and after completion in June 2014, Alan's son Henry raced the Escort at the 2014 Goodwood Festival of Speed, winning the Pre-'82 Touring Car Class.

The bodyshell has a number of unique Alan Mann Racing modifications, and a suspension package designed by Len Bailey who penned the Ford GT40 chassis. The fragile Cosworth FVAs were all returned to Ford, so a Geoff Richardson 240bhp FVA - built from new components - is installed today together with a magnesium-cased 2000E 'Bullet' gearbox.

The English (as opposed to German) rear axle is modified to accept fully floating hubs and rear discs, and has coil-over Öhlins dampers together with a unique five-bar link and torsion bar arrangement. The front suspension utilises the original McPherson strut as a sliding member and has additional inboard-mounted coil-over Öhlins dampers. In addition to the somewhat sparse original 1968 safety features, the roll cage, seat, harness, fuel cell, and fire extinguishing system all meet the current FIA regulations. The car weighs 878kg without driver. The engine has done one Goodwood Festival of Speed event, two test sessions, and three 1-hour races. Accompanying documentation consists of a V5C Registration certificate, Geoff Richardson Engineering engine specification sheet, and an Essex County Council letter confirming that 'XOO 347F' was first registered to the Ford Motor Company Ltd, Warley.

With many destroyed in active service, and most of the rest in museums or private collections, works Ford competition cars are rarely offered for sale on the open market. Presented in excellent condition, this works Escort, belonging to the factory's famous 'XOO'-registered series of competition cars, represents a possibly once-in-a-lifetime opportunity for collectors.

£200,000 - 250,000

€240,000 - 300,000

12

1976 PORSCHE 911 CARRERA SPORT 3.0-LITRE COUPÉ

Registration no. MSD 65P
Chassis no. 9116600796

- Rare 3.0-litre Carrera Sport
- One of only 177 UK right-hand drive cars
- All matching numbers
- Extensively restored and upgraded
- Concours condition



Porsche revived the evocative 'Carrera' name for its luxuriously equipped, top-of-the-range 911 supercar in 1973. Revised suspension and wider wheels improved the handling, while the Bosch fuel-injected, 2.7-litre engine boosted top speed to within a whisker of 150mph. The next major development was the arrival of a new 3.0-litre (200bhp) engine, derived from that of the Type 930 Turbo. Introduced in the autumn of 1975 as a 1976 model, the 3.0-litre Carrera was destined for a relatively short life, disappearing when the 911 range was upgraded to 'SC' specification for 1978. Its introduction marked an important development in the 911's production process: the adoption of Thyssen anti-corrosion zinc coating for the steel body panels, which was a vast improvement on what had gone before. Only 3,687 3.0-litre Carreras were built, of which a mere 177 were delivered to the UK in right-hand drive configuration.

This rare right-hand drive 3.0-litre Carrera Sport has the five-speed manual transmission option. It was delivered new to Glen Henderson Motors of Ayr, Scotland finished in light yellow with black 'Carrera' side script and rear fog lights as part of the order. Typical of Carrera 3.0 Sport models, it came with lowered suspension; Bilstein shock absorbers; 'Whaletail' rear wing and front spoiler; Type 930 Turbo sports seats and instruments (without the boost gauge); and Type 930 wheels. UK cars also came with a sunroof and leather interior unless otherwise specified, but this car had a tartan/vinyl interior when new.



During the 1990s, when it was owned by Mr Ronan Sill, the Carrera was extensively restored by Provost Automobiles of Le Mans, France, a highly respected specialist with experience of restoring Le Mans cars. During restoration a new roof was acquired from the factory so that the sunroof could be dispensed with, one of the reasons being to facilitate the installation of an Almeras-Frères four-point roll cage, which in the event was never fitted. In the course of the rebuild all suspension and steering items were replaced with new Porsche parts. Many parts were changed for superior Type 930 items: anti-roll bars, torsion bars, rear suspension arms, etc. Type 930 brakes were fitted, which necessitated the use of the Turbo's 16" Fuchs alloy wheels. All brake lines are braided stainless steel.

The engine was totally dismantled and checked, and the crankshaft X-rayed, after which it was rebuilt by an ex-Courage Racing Team engineer. The top end was renewed and hydraulic timing chain tensioners installed. Stainless steel heat exchangers have been fitted and the exhaust system upgraded to 1976 Carrera RS specification for a better sound and a few more horsepower. The cooling system was upgraded to Type 964 US-market specification with an oil cooler and thermostatically operated fan. A new clutch was fitted, and most of the wiring harness renewed. The electric window motors were rebuilt.

Repaired and checked on Colette jig, the bodysell was stripped back to bare metal then re-sprayed in the original light yellow using Sikkens products and an aviation-grade primer. Only the bonnet, engine lid, doors, and one front wing were retained, while the front bumper and under-panel were renewed.

Black trim items were either renewed or restored, and all cavities filled with wax. Up-rated bulbs were fitted to the headlights, and all lenses front and rear renewed. The headlight electric washer motor was renewed.

Inside, only the dashboard fascia, dials, and steering wheel were retained (the car was delivered without a radio), and the interior re-upholstered in top-of-the-range Connolly leather. The dashboard top is a very rare item (1976/77 models only) and the owner was fortunate to obtain a new one as the original had rusted due to a leaking windscreen rubber. All the glass was renewed (except for the rear window) and all rubber seals replaced. The heating system's new electronic sensors were renewed also.

Five years in progress, this most extensive programme of restoration and improvement was finally completed after in excess of £107,000 had been spent. The Porsche has since featured in Total 911 magazine (Issue 125, 2015), receiving a glowing review (copy article on file). Presented in concours condition, this rare and unique Carrera 3.0 is offered with sundry restoration invoices, current MoT, a V5C document, and the aforementioned magazine article.

£90,000 - 120,000
€110,000 - 140,000

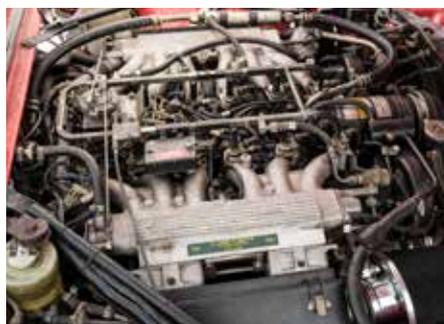
013
NO LOT

1983 LISTER JAGUAR XJ-S 6.0-LITRE 'SYSTEM III' COUPÉ

Registration no. FFC 726Y

Chassis no. SAJJNAEW3BC110615

- *High spec period conversion*
- *Muscular combination of two great names*
- *Striking colour combination*
- *Sort after 'System III' specification*



A director of his family's Cambridge-based light engineering firm, Brian Lister was better placed than most to become a racing car designer. He enlisted the considerable talents of Don Moore and Archie Scott-Brown to help with engine tuning and driving respectively, and built his first car in 1954. Fitted with Jaguar straight-six and American V8 engines, Lister's 'knobbly' sports-racers proved immensely successful at international level through the 1950s, but by the decade's end the writing was on the wall for front-engined sports-racers and Lister closed at the end of 1959. In recent years cars bearing the Lister name have been a major force in GT racing worldwide.

From the early 1980s the name has also graced some of the world's fastest road cars, after an agreement first with BLE Automotive and then WP Automotive saw converted XJ-S models marketed as Lister Jaguars. This Lister Jaguar XJ-S coupé is powered by a tuned 6.0-litre version of the Jaguar V12 engine, which delivers supercar performance courtesy of a maximum output of 482bhp. The car is fitted with a five-speed manual gearbox and also incorporates Lister's typical improvements to the bodywork, chassis, suspension, brakes and wheels (see System III specification listing on file).

Built originally as an XJ-S HE Auto in 1983, the car was converted by Lister in 1990 and acquired by the current vendor in 1993 from Jaguar dealership Mead of Burnham.

Taken off the road in 1997, the Lister was re-commissioned by Racing Green Cars Ltd of Ash Vale, Hampshire a couple of years ago. Works carried out included a thorough overhaul of the fuel and braking systems, compression check (all good), replacing the alternator, repairing the ignition system, etc (see bill on file dated December 2014 for £7,515). Professionally stored since, it is described as in generally very good condition, the car also comes with all Lister service invoices for the period 1993-1997, current MoT and old/current V5/V5C registration documents. A total of only 21,897 miles is currently displayed on the odometer.

Finished in red with cream leather interior and black carpets, the latter boasting Recaro seats, this striking Lister XJ-S represents an exciting opportunity to acquire a unique car possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents.

£20,000 - 25,000

€23,000 - 29,000

15

Property of a deceased's estate

1970 JAGUAR E-TYPE SERIES 2 COUPÉ

Registration no. TKG 715J

Chassis no. 1R 20870

- *Original right-hand drive model*
- *Restored between 1989 and 1993*
- *Sunroof fitted*
- *Dry stored for many years*



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements.

The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Its accompanying Jaguar Heritage Trust certificate reveals that this E-Type coupé was built in right-hand drive configuration and sold new via Howells, Cardiff to R D Johnson Portable Buildings. The car was in New Zealand when purchased by the late owner in 1989, and was restored there and in the UK, the works including returning it to the original Pale Primrose Yellow exterior colour. The most recent MoT certificate dates from 1997, and for most of the years since then the car has been dry stored with the additional protection of a fitted cover, it is hoped the vehicle will have been re-commissioned by the time of sale. Offered with a V5 registration document.

£40,000 - 60,000

€47,000 - 70,000

16

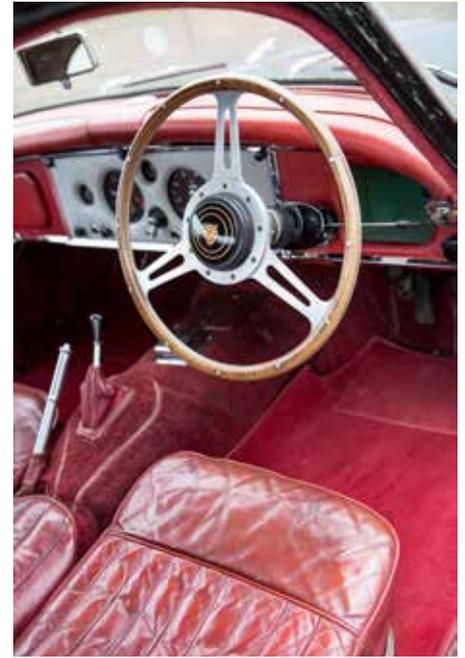
1959 JAGUAR XK150 'S' 3.4-LITRE COUPÉ

Registration no. 463 NCG

Chassis no. T825029DN

- One of only 86 right-hand drive examples
- First owned by Brian Corser
- Three owners from new
- Believed genuine circa 24,000 miles from new
- Recently re-commissioned by Twyford Moors





A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes; at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and automatic transmission were options.

This overdrive-equipped example of one of the rarest and most sought-after of XK150 variants was ordered directly from Jaguar Cars by the celebrated Jaguar collector Brian Corser in September 1959. Brian Corser was the founder of the Seven Valley Motor Club, hence its original 'SVM 779' registration number, which was used on all his XKs. His Jaguars were on public display and included a D-Type, an XK SS, and a lightweight E-Type to name but a few.

This car is featured in various XK publications, and there is a photograph of it under important Jaguar car owners in the book 'Jaguar XK in Detail' by Anders Ditlev Clausager. The XK is depicted with its original steel wheels and special discs. Finished in correct British Racing Green with a remarkable, 'time warp', original red leather interior, the car has just undergone extensive mechanical re-commissioning in the XK Workshops at Twyford Moors. This re-commissioning included new hubs, brakes, batteries, radial tyres, clutch, a stainless steel exhaust and further works, and the car now performs very well.

This model is one of the rarest of all XKs with only 86 right-hand drive cars produced. It has had only three registered owners from new, with the last being the custodian for some 52 years. He has confirmed that, as far as he is aware, the exceptionally low mileage of some 24,000 is correct. This is an opportunity to enjoy an exceptionally original XK150 'as is' or to further enhance as required. The original radio and all original wheels and parts accompany the car together with a current V5C document and a Heritage Certificate.

£80,000 - 100,000
€95,000 - 120,000

17

1961 MERCEDES-BENZ 190 SL CONVERTIBLE

Registration no. 890 UYN

Chassis no. 121.042-10-024129

- Recently imported from South Africa
- Restored to concours standard
- Stunning colour combination





'With some considerable experience with it during the 5 years since its introduction, we can state unequivocally that this machine is one of the finest 2-seater coupes on the market today. As a tribute to the excellent, all-round, well-balanced design, no really large changes have been made since our first test of the car.' – *Road & Track* magazine on the Mercedes-Benz 190 SL, December 1960.

In 1954 Mercedes-Benz had introduced the 300 SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars.

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car, Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track*.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph); it was also relatively economical. *Road & Track* found that 'on the highway an 80mph cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability.'

With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This left-hand drive 190 SL was imported recently from South Africa where it had been subject to a 'last nut and bolt' concours-standard restoration, which included a colour change from Medium Grey (DB116) to Black (DB040). It is now UK registered and will come to the sale MoT'd and tax-exempt until 2017. With its superb colour combination of black bodywork and cream leather upholstery, this beautiful 190 SL convertible is a desirable acquisition for the discerning collector.

£90,000 - 120,000
£110,000 - 140,000

THE FOLLOWING TWO CARS ARE OFFERED BY ORDER
OF THE CREDITORS OF THE LATE TERENCE J O'REILLY

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The ex-David Hobbs

1965 LOLA T70 MK1 SPYDER

Chassis no. SL70/2

- *The second Lola T70 Spyder built*
- *Extensive in-period race history*
- *Fully rebuilt in the 2000s*
- *Highly competitive and immensely successful*
- *Twice winner of the Whitsun Trophy at Goodwood*



Macau 2003 © Jim Haulgrave





Leading the field at The Goodwood Revival, Whitsun Trophy 2007 © Jim Haulgrave

Lola's sublimely beautiful T70 spyder sports-racer is historically significant as winner of the first ever Can-Am Championship. It was designed and manufactured by Lola Cars Ltd, of Bromley, Kent, a relatively young company that had been building competition cars for only seven years prior to the T70's introduction in 1965. From humble beginnings – the prototype Mark 1 sports car emerged from a garage behind the Broadley family's tailoring shop in Bromley in 1958 – Lola Cars quickly established a winning reputation and grew to become a major force in world motorsport. Eric Broadley, his cousin Graham and Rob Rushbrook, at whose garage premises the first customer production versions were made, were the architects of the early success, which continued with a front-engined, single-seater Formula Junior, the Mk2.

Among Broadley's early projects was the Mk6 GT coupé, which had been designed to take advantage of readily available American V8 engines that offered the ideal combination of compact size and adequate performance. Lola's first monocoque design, the Mk6 GT became part of Ford's Le Mans programme in 1963, Broadley having been hired by the American company to assist with the development of what would emerge as the all-conquering GT40.

At odds with his American bosses, Broadley left in 1964 and the following year, having penned a handful of Formula 2 monopostos, returned to sports cars with a new design for Group 7 racing: the T70. Effectively a 'formula libre' for sports prototypes - enclosed wheels and provision for an onboard spare were just about the only regulations - Group 7 was becoming popular on both sides of the Atlantic and the potential market for such cars looked promising.

Designed to accept American V8 engines, the T70 Spyder incorporated a full-length monocoque body tub fabricated of aluminium panels on a steel framework, the engine being bolted to the firewall bulkhead as a semi-stressed member. The suspension was conventional, boasting unequal length wishbones and coil spring/damper units all round, though the positioning of the disc brakes inboard of the wheels was an unusual feature, adopted in the interests of better cooling. Hewland's new LG500 gearbox was specified, this magnesium-cased unit having been designed specifically for use with large-capacity V8 engines. Enclosing this ensemble was one of the most beautiful bodies ever to grace a racing sports car, the glassfibre panels of which were produced by Specialised Mouldings.



David Hobbs at Goodwood, February 1965 © Ferret Fotografic



John Surtees was one of the first customers for the T70, running what in effect was a 'semi-works' team in 1965. Traco-prepared Chevrolet V8s were used, a 5.0-litre unit at first and then from mid-season a 5.9. A Mk2 version of the T70 became available before the end of the '65 season, Broadley taking advantage of the forthcoming deletion of the 'spare wheel' requirement to redesign the nose, replacing the original twin radiators with a large single unit while incorporating a host of detail improvements to both chassis and suspension. The result was a car, which in prototype form was driven to a convincing victory by Surtees in the Guards International Trophy at Brands Hatch on the August bank holiday weekend. Surtees then wrote off the prototype Mk2 at Mosport Park in Canada following a suspension failure, sustaining injuries that put him out for the rest of the season.

He bounced back in 1966, winning three of the inaugural Can-Am Championship's six races for Lola and defeating rivals McLaren and Chaparral in the process. Privately entered T70s won two of the other races making it a magnificent five out of six for Lola. Surtees' success capped what had been a tremendous year for the British manufacturer in North America, Graham Hill already having won the celebrated Indianapolis 500 in a T90.

Although the works McLarens would dominate Can-Am for the next five years, the Lola T70 remained a popular choice for privateers, among whom it was rated as the sweetest handling of the customer cars. Given its Can-Am origins, it is not surprising that the long-serving T70 family of sports cars was better suited to sprint events, yet against the odds a Mk3B coupé entered by Roger Penske lasted the distance to win the coveted Daytona 24 Hours endurance classic in 1969.

The second Lola Mk1 T70 Spyder completed, 'SL70/2' was delivered new on 20th March 1965 to Ian Yates of Long Melford, Suffolk (Harold Young Racing), for David Hobbs to drive. Born in 1939, David Hobbs would go on to enjoy a 30-year career at the pinnacle of international motor sport, with drives in Formula 1, Formula 5000, Indycar, Trans-Am, and endurance racing. It was in the latter discipline that he excelled, finishing 3rd overall at Le Mans on two occasions and winning his class there twice.

Hobbs raced 'SL70/2' successfully throughout the 1965 season in international races at Goodwood, Oulton Park, Mallory Park, and Brands Hatch before shipping it to the USA to race at Mosport and Riverside in the emerging Can-Am series. The car then remained in the US and was sold to well-known racer, Monte Shelton, who continued to race it in SCCA National and Can-Am races during 1966.



'SL70/2 in the pits at Goodwood, February 1965 © Ferret Fotografic

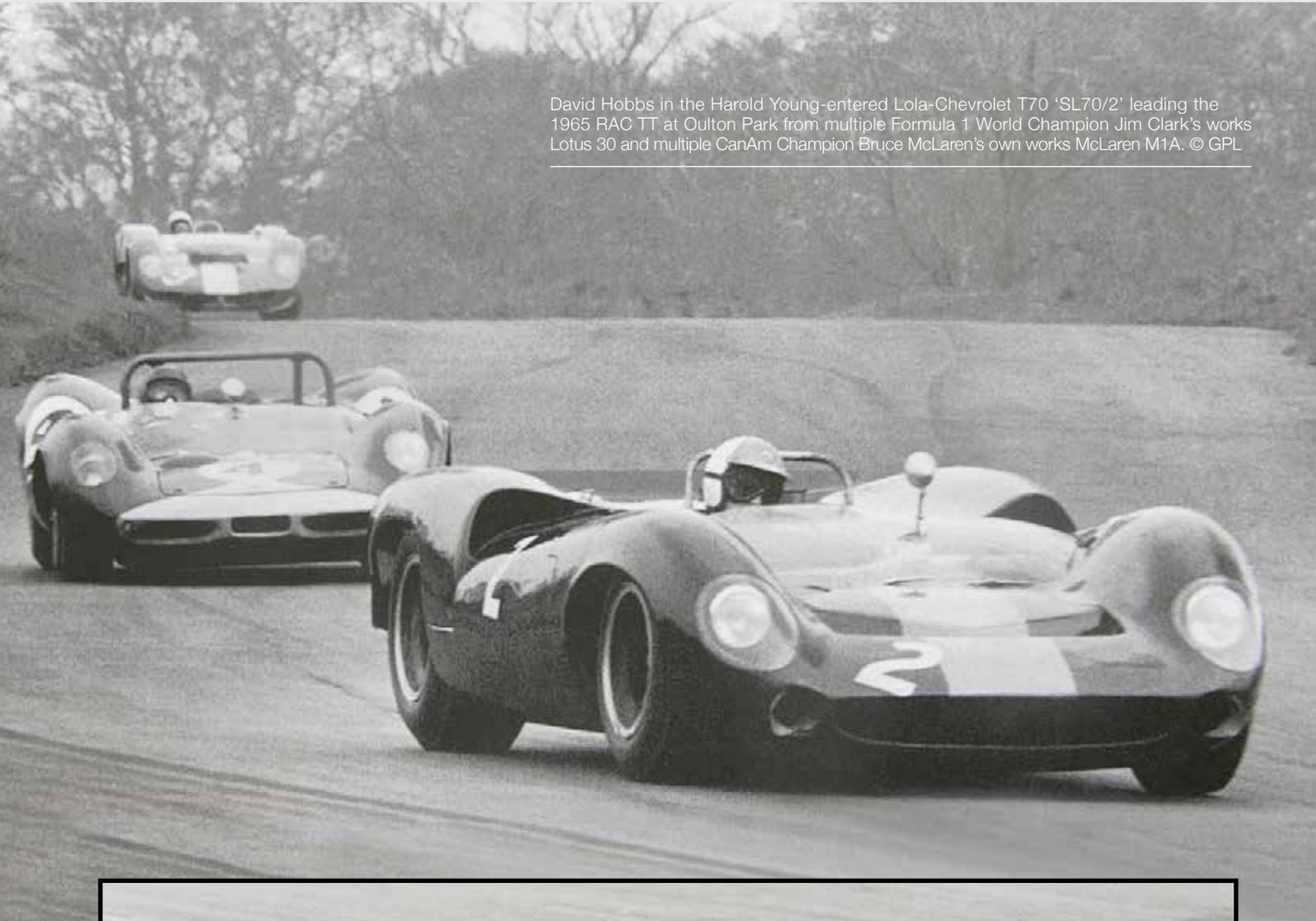


The car remained in the USA until 2001, passing between two further owners, before returning to the UK in the ownership of well-known racing driver and motor dealer, Frank Sytner. Sparing no expense, 'SL70/2' was then fully rebuilt and prepared by Simon Hadfield and fitted with a Tim Adams built Chevrolet V8 engine. The related bills (on file) total many tens of thousands of pounds. More recently the car has been maintained by Pearson Engineering. In Frank's hands 'SL70/2' proved to be highly competitive and immensely successful, notably winning the Macau Grand Prix in 2003; the Grand Prix Age d'Or Dijon in 2005; and the Whitsun Trophy race at Goodwood twice, achieving fastest lap of the meeting there in 2007 with a time of 1:20.784.

A superb example, exceptionally rare and highly competitive, this iconic sports-racing LoA T70 Spyder is offered with sundry restoration invoices, various results sheets, some period photographs, and a copy of the 1965 Goodwood programme.

£200,000 - 300,000
€230,000 - 350,000

David Hobbs in the Harold Young-entered Lola-Chevrolet T70 'SL70/2' leading the 1965 RAC TT at Oulton Park from multiple Formula 1 World Champion Jim Clark's works Lotus 30 and multiple CanAm Champion Bruce McLaren's own works McLaren M1A. © GPL



David Hobbs's Harold Young-entered Lola-Chevrolet was always immaculate in dark blue with sky-blue centreline stripe, and in his hands it was always highly competitive. © GPL

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The ex-Brown/Snusher/Arnold, 1958 Monte Carlo Rally

1957 JAGUAR MK1 3.4-LITRE SPORTS SALOON

Registration no. 4938 VW

Chassis no. S-971263DN

- *Matching chassis and engine numbers*
- *Extensive in-period and modern racing history*
- *Exceptionally original*
- *Eligible for the Goodwood Revival and many other prestigious events*





Frank Brown (Centre) and Graham Arnold (Right) all set and prepared for the 1958 Monte Carlo Rally, Brown's Garage, Loughton, Essex.

Launched in 1955, the Mk1 extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MKVIIM saloon and the XK140 sports car. The medium size newcomer broke new ground for Jaguar, being its first model to employ unitary construction of the chassis/body. Jaguar's engineers were understandably cautious in their approach, making the bodysell stronger than in fact it needed to be and employing rubber mountings just about everywhere to insulate occupants from vibration and noise.

The Mk1 was released with a new, short stroke, 2.4-litre version of the proven XK 'six', but demands for more power, especially from American customers, prompted the introduction of the 3.4-litre version early in 1957. With 190bhp on tap the 3.4-litre Mk1 was good for a top speed of 120mph and could reach 60mph in nine seconds, though if used to the full this greatly improved performance severely taxed the drum brakes. All-round disc brakes were hurriedly announced as an option, becoming an almost universal fitting thereafter. The Mk1 was progressively updated throughout its life before a wholesale revision of the basic design saw it re-launched as the Mk2 in October 1959.

Needless to say, Jaguar's new sports saloon was soon being raced and rallied. There was no direct works involvement in rallying the Mk1, though that did not stop privateers from having ago, most notably the Morley twins, whose 3.4-litre won the Tulip Rally outright in 1959. The car offered here was ordered new by Essex-based garage owner Frank Brown, who wanted to compete in the Monte Carlo Rally, which Jaguar had won outright in 1956 with the MkVIIM. Supplied via R P Powell Motors Ltd, his car came equipped with the optional overdrive, disc brakes, wire wheels, and lead-bronze bottom-end bearing shells. The Mk1 was made available at a generous discount of 12½% (see copy invoice on file).

Completed on 26th September 1957, the Jaguar was registered with Brown's personal plate 'FWB 1', and in January 1958 set off for France carrying competitor number '258'. Brown's co-drivers were Edwin J Snusher and Graham Arnold. Sadly, the trio did not finish the rally, being forced to retire after an off-road excursion damaged the front suspension. Brown continued to compete with the Jaguar in hill climbs and sprints throughout 1959 and then sold the car to Snusher, who entered it the 1960 Monte Carlo and Tulip Rallies.

The second owner, Mr E.J. Snusher provided this photograph of the Car on the 1960 Monte Carlo Rally of his co-driver Cliff Payne struggling in the adverse conditions, 1960.

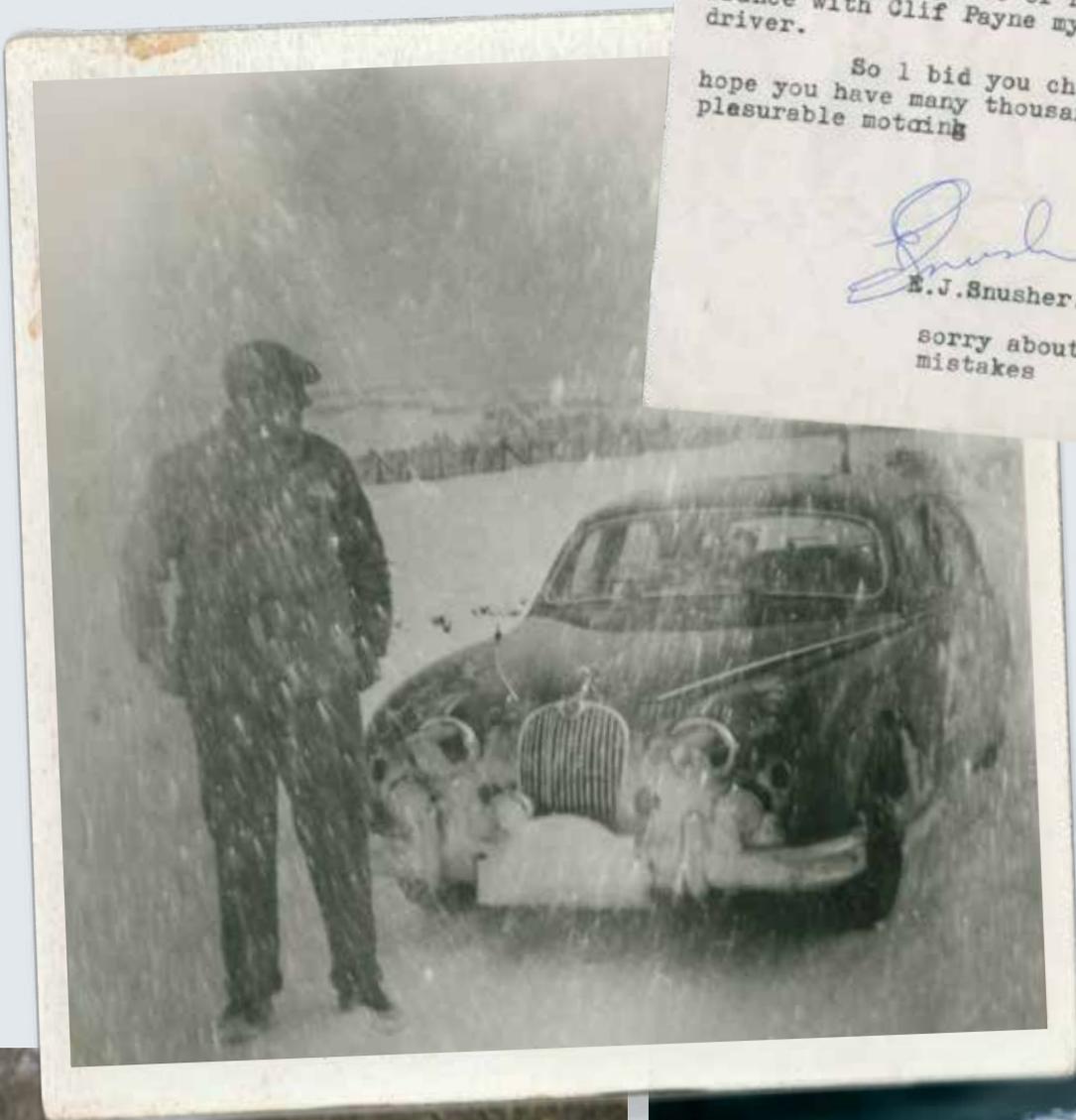
Dear Sir,
Herewith, as promised,
Book for the old JAGUAR.

For your interest I
also enclose a photo of her in mid
France with Clif Payne my then co-
driver.

So I bid you cheerio and
hope you have many thousands of miles
pleasurable motoring

E.J. Snusher
E.J. Snusher.

sorry about the
mistakes





However, the car was not registered in his name until 1962 when the current registration, '4938 VW', was issued (see copy of the original logbook on file). Snusher also used the Jaguar to tow his home-built Coventry Climax-engined sports-racer (the EJS Special), hence the two tow-bar grommets on the rear bumper.

The original logbook shows licensing up to 1967/68, after which the car appears to have remained in storage until Snusher sold it to well-known historic racer and Goodwood Revival regular, John Young, in 1982, complete with all of its special rallying accessories, spare sills, and a vast amount of history. Intending to compete in historic races, Young had the car repainted and overhauled, entrusting the mechanicals to Swallow Engineering; had the cylinder head gas-flowed, and mildly upgraded the brakes and rear suspension. Young raced, rallied, and used the Jaguar as a daily driver for a few years before parting with it in a deal that saw the car go to a Japanese collector.

After some 20 years in Japan, and following its owner's death, '4938 VW' was back in the UK and for sale at auction, where it was purchased for a second time by John Young. The car appeared to have seen little use over the intervening period, though the interior had deteriorated somewhat and all the history had gone missing.

Fortunately, the many original rallying modifications were still present. After mild refreshment, new Dunlop racing tyres, and the installation of a less noisy exhaust (required for Goodwood), the Jaguar was ready to resume its competition career. In the modern era, it has raced at the Nürburgring, Spa Francorchamps, Zandvoort, Snetterton, Castle Coombe, Donington Park, Silverstone, and Brands Hatch.

While back in John Young's possession, '4938 VW' was tested at Goodwood by *Octane* magazine's Mark Hales, a copy of whose article is on file. In 2012 Young sold the Jaguar to JD Classics, who sold it to the late Terence O'Reilly in 2013.

Unlike so many old racers, which have been rebuilt and upgraded over the years, often more than once, this historic Jaguar saloon remains remarkably original, its body never having been apart. Eligible for some of the world's most prestigious motor sports events, this remarkable competition car has a wonderful history and a delightful patina.

£70,000 - 100,000
€83,000 - 120,000

VARIOUS PROPERTIES

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2002 BENTLEY AZURE CONVERTIBLE

Registration no. L700 JSB

Chassis no. SCBZK22E92CX01002

- *Delivered new to the USA*
- *Left-hand drive*
- *Two owners*
- *Circa 9,050 miles from new*
- *Service history*



So far, the Bentley resurgence had relied on models whose basic architecture was shared with other Rolls-Royce products; but also on display at Geneva in '85 was Project 90, a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause.

Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one re-stated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say this was staggering, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under six seconds and boosting top speed to more than 150mph.

The Corniche convertible had been a major success for Rolls-Royce so it can have surprised few onlookers when a soft-top version of the Bentley Continental R was announced, albeit a full four years after the Coupé's introduction.

Once again, Geneva was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name - 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the South of France. The famous Italian styling house of Pininfarina - a firm with unrivalled experience in the design of soft-top Gran Turismos - had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful. Bodysells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped back for finishing at Crewe.

Mechanically similar to the Continental R, but with an engine further up-rated to 385bhp, the Azure was launched in 1995 and cost £215,000 in the UK. Hailed by its maker as, 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in North America where its combination of unmatched luxury, effortless performance, and soft-top style was found highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

This left-hand drive Azure was purchased new in the USA by John Stanley Boyles, who shipped it back to the UK in 2007 and used it at his homes in England and Ireland. It was at that time on UK plates. Mr Boyles later took the Bentley to his home in Marbella, Spain.



The current (second) owner bought the car in London, but it was on Spanish plates at that time. That suited the new owner as he took it straight to Mallorca and kept it there for nearly two years. Back in London now and once again on UK plates, the car has been recently MoT'd and taxed, and all VAT has been paid.

The Bentley was delivered new finished in the desirable 'triple black' livery and came equipped with various special Mulliner features. The latter include veneered door panels below the fully veneered door cappings; five-spoke 18" alloy wheels with chrome finish; special brightwork to headlamp bezels; wooden gear selector; drilled aluminium control pedals; and chromed instrument bezels, bringing the purchase price up to the equivalent of £250,000.

With only 9,050 miles covered from new, this rare and highly desirable Azure remains in virtually 'as new' condition. The car comes complete with all books, manuals, small and large tools, service/maintenance bills, correspondence, MoT to August 2017, and a V5C registration document. Few cars combine five-star luxury and effortless power like a modern turbo-charged Bentley, and this beautiful Azure has to be one of the finest currently available, not to mention quite outstanding value for money.

£60,000 - 80,000

€70,000 - 94,000



The ex-John Buffum, Hannu Mikola, Robert McBurney,
David Sutton Motorsport Audi Rally Team

1981 AUDI QUATTRO

Registration no. BRP 223X

Chassis no. WAOZZZ85CA900146

- Originally a VAG press car
- One of the first Quattros brought to the UK
- Rally prepared by David Sutton Motorsport / Audi Sport UK
- In-period competition history, including 1983 Rothmans Circuit of Ireland Rally



One of the most influential designs of recent decades and an outstandingly successful rally car, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodysell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more being available in competition tune.

Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Drivers' Championship in 1983 and 1984, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply its Quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

This particular car is one of the first Audi Quattros brought into Great Britain by Volkswagen/Audi Group (UK). First registered in September 1981, it was used as an official press and demonstrator car by VAG before being assigned to David Sutton Motorsport's official Audi Rally Team in 1982.

During its life as a press car, 'BRP 223X' was featured in VAG publicity materials and other publications (on file), including an extensive article in the April 1982 edition of *CAR Magazine*, where the car was used to follow the 1982 Monte Carlo Rally. A photograph album on file documents this trip showing the car in Alpes-Maritimes and Monte Carlo, including an action shot of Michèle Mouton in the Works Quattro overtaking 'BRP 223X' between Monte Carlo Rally stages.

In 1982, David Sutton converted 'BRP 223X' to full rally specification primarily for use as the Audi Sport UK practice and reconnaissance car. The comprehensive conversion included the addition of a Terry Hoyle-built 'blue block' engine and a fully instrumented rally interior, etc. While the German-built rally Quattros used Matter roll cages, a Safety Devices full roll cage was built into 'BRP 223X'. The car's duties included being assigned to the North American Champion John Buffum as official practice car for the Acropolis Rally in Greece, and then to Hannu Mikkola in preparation for the Manx Rally. A photo featured in Jeremy Walton's book, *'Audi Quattro the Development and Competition History'*, shows 'BRP 223X' being prepared in David Sutton's workshop alongside Stig Blomqvist's Quattro and the Audi Sport UK 80 quattro.



Robert McBurney, Rothmans Circuit of Ireland Rally, 1983 © RallyRetro



'BRP 223X' also competed in a number of rallies in period, including the 1983 Rothmans Circuit of Ireland Rally where it was driven by Robert McBurney and entered alongside Stig Blomqvist's Quattro and Harald Demuth's 80 quattro (photographs on file). In 1985 Sutton sold the Quattro to the Madeiran rally driver José Barros, who continued to use the car in international rallies including the Rali Vinho da Madeira in 1985, 1986, and 1987 (photographs on file).

Subsequently the car was brought back to the UK and restored circa 1990 by Ripponden Garages' Colin Parkinson, a former rally crew chief with many works teams. After restoration the car took part in the 'Beaujolais Run - A Race for Wine' with Radio 1, and became part of a private collection of Works rally cars in Northern Ireland.

'BRP 223X' is featured in Graham Robson's book 'Audi Quattro'. It also features in the DVD 'The World's Greatest Rally Cars' presented by Tony Mason and produced by Duke Video in 2000 (copy on file). The previous owner purchased the car at Brooks' Earls Court Sale in October 1995 (Lot 878).

'BRP 223X' has an engine built by the recognised Audi competition specialist Lehmann Motoren of Triesen, Lichtenstein. This engine, believed fitted early in the car's life, was rebuilt by specialists Dialynx of Swindon in 2009. Since then the Quattro has competed in the 2009 Trackrod Rally and two Welsh rallies in 2010, and has been displayed at the British Rally Show at Chatsworth (2010) and Coventry (2011). More recently, the car was invited to be displayed and demonstrated at Cholmondeley Castle RallyFest as part of the 2016 WRC Wales Rally GB. The car has just undergone a lot of work to return it to the same specification and livery as when it competed in the 1983 Rothmans Circuit of Ireland Rally, in addition to having a full engine refresh by Dialynx.

An original survivor from one of international rallying's most evocative periods, this 'turnkey' Quattro is offered with a V5C registration document, its MSA Competition Car Logbook, and a substantial history file containing period photographs and documents.

£100,000 - 150,000
£120,000 - 180,000

1961 JAGUAR E-TYPE 3.8-LITRE 'FLAT FLOOR' ROADSTER

Registration no. 525 WPA

Chassis no. 850151

- The 151st RHD roadster built
- Present ownership for 36 years
- Un-restored and original
- Wonderful patina
- Well documented



'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifold virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962.



But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

One of some 400 right-hand drive 'flat floor' roadsters made, of which around 170 are estimated still to exist, this example was manufactured on 19th September 1961. Retailed via Henlys, it was sold new by Weybridge Automobiles of Surrey to G Wolsey & Co Ltd. The accompanying Jaguar Heritage Certificate records the original colour scheme as Opalescent Dark Blue with light blue interior trim and blue soft-top.

'525 WPA' remains in outstandingly original, un-restored condition, retaining all the rare fittings - many now unobtainable - that characterise these early E-Types. Noeworthy features include the original aluminium radiator; original bonnet; 1961 date-stamped electrical components; 1961 date tagged hydraulic components; original tool kit (unused); and the original jack (broken). A stainless steel exhaust system, brass expansion tank, and chromed wire wheels are the only notified deviations from factory specification (the original enamelled wire wheels are included in the sale).

The car comes with extensive documented history from new and has enjoyed three owners since Messrs Wolsey & Co: G D Spratt (1963-76), T P Frost (1976-81), and the current vendor from 1981 (advertisement and sales invoice on file). The engine is a replacement unit, fitted in 1968 at 42,000 miles by Rowland Weller of Cobham during Mr Spratt's ownership (see letter on file). This engine (number 'RA 75461-9', block date stamp 21/8/64) would appear to have been a new unit when fitted, left over at the end of '3.8' production.

During the 36 years of the vendor's ownership, the E-Type has been in continuous, albeit very light, use and has never been driven in anything but dry weather. There are 36 MoT certificates on file relating to the vendor's period of ownership. Engine oil pressure is reported as very good: 50psi at 3,000rpm; 30-40psi at idle.

Presented in generally very good condition, this unmolested 'flat floor' E-Type is offered with MoT to August 2017, V5 registration document, and a most extensive history file. The latter contains the original logbook, original tan documents wallet, original handbook, original lubrication chart, manufacturer's warranty (for first owner), and Jaguar periodic maintenance vouchers (completed to 40,354 miles). Also on file are various letters between previous owners, sundry bills, 35 tax discs (plus one on car) and a large quantity of MoT certificates appearing to indicate that the recorded mileage of 71,245 is genuine.

£160,000 - 190,000
£190,000 - 220,000

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**1903 CLÉMENT 12/16HP 4-CYLINDER
REAR-ENTRANCE TONNEAU**

Registration no. N 54
Chassis no. 4186

- *High quality veteran marque*
- *4-cylinder, 4-seat London to Brighton car*
- *Restored by UK specialists*
- *VCC Dating Certificate*





Already a successful maker of bicycles and pneumatic tyres – he owned the Dunlop patents in France - Adolphe Clément diversified into automobile manufacture in 1899, taking an interest in the existing Gladiator concern. Rear-engined tricycles and quadricycles were made at the Gladiator works in Levallois-sur-Seine before Clément began building a conventional front-engined light car around 1901. Clément's early vehicles were powered by Aster, Panhard and De Dion engines, all three makes being at the forefront of automobile development.

By January 1903 Clément et Gladiator claimed to have an annual capacity of 1,200 cars but in October that year Adolphe Clément broke his connection with the company and set up a new factory in Levallois-Perret, manufacturing cars under the 'Clément-Bayard' name. At the beginning of that same year Clément had introduced the 2,121cc 12/16hp model.

One of the most advanced cars of its day, the 12/16 featured a pair-cast four-cylinder 'L-head' engine, four-speed transmission and a channel steel chassis at a time when many of its rivals still relied on the old-fashioned flitch-plated wooden frame. An ingenious pressurised lubrication system fed oil from the pump-fed cooling system to oil baths for the engine's big-end bearings.

This Clément was well known in Australian Veteran-car circles and was used as a clown's car in the Kangaroo Grounds in Melbourne for many years. By this stage in its life it had been modified and looked like a late Edwardian or early 1920s car.



'N54' on the 2006 London to Brighton Veteran Car Run
© Sussex Sport Photography

The Clément was left for many years in a semi-dismantled state and then acquired by a well-known VCC member, who brought it back to the UK circa 15-18 years ago. It is understood that he extensively researched the pieces he had acquired, and then had the car restored to its former glory as a fine example of an early four-cylinder Clément. Chris Pettit carried out the majority of the restoration, which was completed in 2006.

During the restoration the incorrect pedals were replaced with replica items; the missing firewall renewed; a suitable oiler found; the gear and brake levers extended to their original length; the chassis repaired; and the rear axle rebuilt, the timing gears were replaced in the engine (originals included in the sale).

A new body was built using period front seats (sourced in France) on a new base, while the bonnet and wings were copied from another Clément, as were the missing footplates. The car also incorporates the following upgrades: an electric self-starter, coil and magneto ignition, and a windscreen.

On completion the owner entered the 2006 London-to-Brighton Veteran Car Run in the Clément, and in 2008 sold it to the current vendor, who purchased it as an upgrade from his twin-cylinder car of the same make. The car was thoroughly checked over at that time and since then has been used for three local events only. With four cylinders, four-speed transmission and four seats, this extensively restored Veteran represents the ideal acquisition with which to enjoy future London-to-Brighton Runs.

£250,000 - 300,000
€290,000 - 350,000



1906 AUTOCAR 12HP TYPE X RUNABOUT

Registration no. L 666

Chassis no. 7534

- *Rare early American automobile*
- *Right-hand drive*
- *Restored in the 1960s*
- *VCC dated*
- *Requires re-commissioning*



Autocar was founded in Ardmore, Pennsylvania in 1900 by the Clark family and William Morgan, a partnership that had already produced a handful of automobiles while trading as the Pittsburgh Motor Vehicle Company. A single-cylinder chain-driven runabout, the first Autocar was superseded for 1901 by a twin-cylinder model, which is generally credited with being the first American-built multi-cylinder motor car to have shaft drive. For 1905 a 16/20hp four-cylinder model was added to the range, which was followed in 1908 by the company's first six. In 1907 Autocar had diversified into the manufacture of commercial vehicles, a venture proving so successful that by 1912 it had pulled out of the passenger car market.

An older restoration of an interesting and historic automobile, this 1906 Autocar was purchased in the USA in the late 1970s by the lady vendor's late husband. Powered by a 1,648cc horizontally opposed twin-cylinder engine rated at 12hp, the car was dated by the Veteran Car Club of Great Britain in June 1977 and registered in the UK the following year.

The Autocar had been restored in the 1960s, presumably in the USA, and since its acquisition by the late owner has been kept in a heated garage and not used. The car appears very complete, with only the top of the coil box missing; four new tyres have been fitted, and the brass and nickel plating cleaned and polished, leaving the fortunate new owner with the task of completing its sympathetic re-commissioning. The engine turns over with good compression.

Offered with a VCC dating certificate and V5 registration document, this Autocar is eligible for many events organised by the Veteran Car Club of Great Britain, including the increasingly popular Singles and Twins events. It is also qualifies for the USA's 'Brass Era' runs, AACA and Veteran Motor Car Club events, and single- and twin-cylinder tours with the Horseless Carriage Club.

£20,000 - 30,000

€23,000 - 35,000

Property of a deceased's estate

1937 ASTON MARTIN 2.0-LITRE 15/98 TOURER PROJECT

Registration no. FYM 13

Chassis no. A40/783/LTSS

- The 1938 Earls Court Motor Show car
- One of only 24 four-seat tourers
- Fitted from new with rare Special Series engine
- Exciting restoration opportunity



'FYM 13' on the Aston Martin stand, 1938 Earls Court Motor Show
© Aston Martin Heritage Trust

Introduced for 1937, the Aston Martin 15/98 maintained the policy of developing a more refined and luxurious product that had begun with the preceding Mark II. A new 2.0-litre version of Aston's overhead-camshaft, four-cylinder engine - first seen in the 1936 Speed Model - powered the 15/98 which, with 98bhp available, could touch 85mph. Short and long-chassis models were built, both featuring a Moss synchromesh gearbox, Girling rod-operated brakes, and Luvax hydraulic rear dampers. Early examples were bodied by E Bertelli, subsequent chassis by Abbey or Abbott. Aston Martin's well-documented trials and tribulations of this period kept production disappointingly low - a mere 176 2-Litre cars of all types were completed between 1936 and 1939 - and today the 15/98 is both rare and highly sought after.

The example offered here, chassis number 'A40/783/LTSS', is one of only 24 four-seat 15/98 tourers made, with coachwork by Bertelli. A long-chassis model fitted with the desirable 'Special Series' engine, it is the 1938 Earls Court Motor Show car and would have been displayed at the '39 event had not the outbreak of war forced its cancellation.

Owners known to the AMOC are F A Thomas (1940); A C Hancock of Birkenhead, Cheshire (1951); D G Smeeton, RN of Ardencaple Castle, Dumbartonshire (1951); A Richard Adams of Inverness (1953); G Barratt of Newhaven, Sussex (1974); and the late Breck Coram. Son of long-standing AMOC Chairman and Aston Martin historian, Dudley Coram, Breck purchased the Aston from the estate of G. Barratt in December 1997.

'FYM 13' is offered as a restoration project, complete with (removed) engine and its original front wings (cycle wings currently fitted). Some restoration work has been carried out, but the car has been in storage, untouched, for many years. This is an exceptional opportunity to acquire a very rare example of this prestigious and highly desirable model, which, once restored, that would make an important addition to any serious Aston Martin collection.

£40,000 - 60,000

€47,000 - 70,000

1929 ROLLS-ROYCE PHANTOM I STRATFORD COUPÉ

Coachwork by Brewster

Registration no. BF 5247

Chassis no. S285FP

- *First owned by Dwight F Davis*
- *One of only six with Stratford Coupé coachwork*
- *Comprehensively restored in the 2000s*
- *Prepared for historic rallying*
- *All bills available*

Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signalling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.





'BF 5247' on the fifth ERA Paris-Peking Rally, 2013 © Gerard Brown



This American-built, left-hand drive Rolls-Royce Phantom I was first owned by Dwight F Davis, founder of the Davis Cup International tennis tournament. An accomplished amateur tennis player, Davis attended Washington University Law School but did not practice as an attorney, preferring a career in politics. He reached the top of his chosen profession, serving as the US Secretary of War from 1925 to 1929 and then as Governor General of the Philippines. He died in November 1945.

Chassis number 'S285FP' is one of only six Phantom I's completed by Brewster with Stratford Coupé coachwork. Following 50 years in museum storage, the Phantom was imported into the UK in 2008. It was then totally restored by Wildae Restorations over the next 12 months (see bills totalling £177,000 on file) while further works were carried out between February 2010 and September 2013 by Alpine Eagle at a cost exceeding £70,000 (bills available). Purchased by the current vendor in February 2014, the Phantom has been expertly prepared for historic rallying by Rally Preparation Services of Witney, Oxfordshire.

Interior accoutrements include modern seats with lap belts; a Monit trip meter; fittings for a GPS navigation unit; and a fire extinguisher.

Mechanical upgrades include twin ignition coils; automatic lubrication with extra feed to kingpins; twin fuel tanks with a total of 150 litres capacity; three fuel systems (Autovac and two electric pumps); two electrical generating systems; overdrive transmission; under-body protection; and a canvas boot cover.

Not only built and maintained to an impeccable standard regardless of cost, the car comes with a comprehensive file containing a full and detailed history recording all the works carried out down to the replacement of every nut, bolt and washer. The Phantom's transformation from an effortless tourer to a long-distance rally car is easy to follow.

'BF 5247' has successfully completed many long-distance rallies across the world, from the wilds of the Mongolian desert, to North Africa, and many miles across Europe. Benefiting from a new clutch, new brakes, and a new roof covering, this is a truly impressive car to both drive and ride in, and is ideal for any long-distance historic rally. Truly turnkey and ready to go, this unique Vintage-era Rolls-Royce is offered at a mere fraction of the restoration costs.

£100,000 - 150,000
€120,000 - 180,000

1973 JAGUAR E-TYPE V12 SERIES 3 ROADSTER

Registration no. RUG 700M

Chassis no. 1S2316

- *In current ownership since 2002*
- *Circa 25,000 miles from new*
- *Manual transmission*
- *Well maintained and documented*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed approaching 150mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series 3 E-Type Roadster has spent the majority of its life in the hands of private collectors, including the current vendor. 'RUG 700M' was purchased new on 18th September 1973 from Appleyards of Huddersfield (Jaguar main dealers) and promptly put on jacks and stored for three years due to the national fuel crisis and sudden leap in petrol prices. In 1980 the Jaguar changed hands in West Yorkshire and was bought for £5,500 from Lockwood Motors, Huddersfield (with 15,000 miles recorded) by a local collector who, apart from occasionally running the car for good maintenance, never used it.

The current owner bought the car, having known it for 15 years prior, on 5th March 2002 (at 21,385 miles) and has kept it in a climate-controlled garage for the last 15 years. On auction day he will have owned the car for 15 years and 15 days exactly.

Named David, the first of the three owners replaced the standard V12 button atop the gear lever with a solid silver button engraved with the name 'David' and hallmarked. The only other non-original items are the CD/radio, which looks sympathetically similar to the original 8-track radio/cassette and fits neatly in the exact same aperture, and the four-pipe stainless steel sports exhaust system, which has replaced the original fantail type.



A new clutch was fitted in 2008, and at the same time a new engine crankshaft seal was fitted to replace the often-leaky original string type. The engine, while clean, shows 44 years of history and use; it is hiding nothing. Indeed, this is a car that has never needed restoration or been restored, and commands an immediate audience wherever it goes.

We are advised that the E-Type starts and runs like new, being very smooth and powerful. It has been on several shorter MSA classic car rallies, these being its main excursions, as well as a few small local events and shows.

The car is offered with all available history and documents, several photographs, its original 8-track radio/cassette with several cartridges (Elton John, Frank Sinatra, etc), plus its handmade fleece cover emblazoned with the Jaguar logo (cost almost £400), which covered it while garaged.

All maintenance invoices, MoT certificates, and tax discs relating to the vendor's ownership will be supplied in a neatly presented file in date order for the new owner, while a second copy of this will be with the car for its display.

£80,000 - 120,000

€95,000 - 140,000



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**1924 BENTLEY 3-LITRE RED LABEL
SPEED MODEL TOURER**

Registration no. GB 5759
Chassis no. 485

- *The archetypal Vintage sports car*
- *One of 513 Speed Models built*
- *Matching chassis, engine, and registration numbers*
- *Restored in the late 1980s*
- *Present ownership since 1990*





With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s. Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm.

Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" (the 'short standard') then adopted dimensions of 10' 10" ('standard long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis.



Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburettors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers. Bentley made 1,613 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork, 513 of which were to Speed Model specification.

Vanden Plas had been founded in Belgium in the 19th Century, gaining a British offshoot when Warwick Wright obtained the UK rights to the name in 1913. After an uncertain start and numerous changes of ownership, the British firm went on to forge its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars.



Factory records held by the W O Bentley Memorial Foundation show that this car, chassis number '485' with engine number '491', was supplied via George Gilmour Ltd, automobile engineers of Glasgow, and originally bodied by James Young. Registered 'GB 5759' around April 1924, it appears to have been retained as a demonstrator and was not sold until May 1926, the first private owner being Captain Robert G Williamson of Birkdale, Lancashire. Captain Williamson is the only owner recorded on service sheets up to 1939. Various other owners are recorded from 1953 onwards, including the current vendor, who purchased '485' from Vintage Bentley specialist Stanley Mann in February 1990. The recorded mileage at date of purchase was 1,844, and is now 4,890.

The Bentley was totally rebuilt in the late 1980s to full Le Mans specification. When acquired by its previous owner, this car had been dismantled for at least 15 years, and while what remained of the original body was in poor condition, examination confirmed that '485' was a complete and unusually original example of the desirable Speed Model, and that all the parts were from one car.

On this basis the then owner undertook a comprehensive restoration 'from the ground upwards' to the highest standards and using the finest materials at every stage. The body is a Vanden Plas Le Mans replica by Hastings & Harding, complete with Le Mans fuel tank and interior trim by Alan Geator. In excess of 2,500 man-hours were spent on the restoration.

The chassis frame was carefully and thoroughly examined and found to be both sound and dimensionally correct. The springs were re-tempered and set to the original specification, and all bushes and pins were replaced as necessary. The springs were then bound in black cord.

The front axle was completely dismantled and new kingpins and bushes fitted, while the rear axle likewise was completely dismantled and re-assembled with new bearings and bushes. It is believed that a 3.53:1 crown wheel and pinion is fitted.



The car has correct finned brake drums at the front and plain drums at the rear. These were machined true. The Perrot shafts were overhauled and the pedal shaft re-metalled and ground to the correct dimensions, and every joint and moving part in the system re-metalled as required or re-bushed with new pins to eliminate all wear. New brake linings were fitted together with new André Hartford shock absorbers front and rear.

The engine was totally rebuilt by Roger Cook. The crankshaft was reground and crack tested, and new main bearing caps fitted. New big-end caps were fitted also, these being of the correct four-bolt type in keeping with the original specification. The cylinder block was bored out to 0.060", and the Mahle pistons are believed to give a compression ratio of 7.0:1. A new Reece camshaft was fitted with the correct BM 1800 profiles. The valve seats were re-cut and new valves and springs fitted, while the original rockers were re-bushed as necessary. A high-pressure oil pump and new water pump were fitted. Induction is by means of correct twin SU 'Sloper' carburettors. Both magnetos, the starter motor, and dynamo were rebuilt to aircraft standards. An electric fan helps keep the engine cool in traffic.

In 1995, some seven years after restoration, '485' was inspected by the BDC's B W Fenn, who remarked: 'this is the highest value I've ever given for a 3 Litre! It is quite splendid.' The valuation certificate is on file.

Since its acquisition by its current owner the Bentley has been regularly maintained by VBE (Richard Cresswell) while in 2013 the clutch was rebuilt by Brewster Mudie. Significant enhancements include a new set of A-type gears; new rolled-edge wheels rims with new spokes and centres together with Blockley tyres (fitted in 2004); and a modern Hardy Spicer prop shaft assembly. (The original prop shaft is still stored by the current owner).

By acquiring '485', the vendor fulfilled his childhood dream of owning a Vanden Plas Bentley. Over the last 27 years the car has been cherished by him and his family, though sparingly used, and is now offered for sale to make way for a 'modern classic' that his wife will drive also. Offered with a history file, this Bentley 3-Litre Speed Model is described as in generally excellent condition and is ready for the next chapter in its life.

£270,000 - 320,000
€320,000 - 380,000



1953 LANCIA AURELIA B20 GT 3RD SERIES COUPÉ

Coachwork by Pinin Farina

Registration no. GAS 759

Chassis no. B20 2848

- *Delivered new in Italy*
- *Right-hand drive*
- *All matching numbers*
- *Four owners from new*
- *Recent extensive restoration*



Chassis number '2848' is a desirable and rare 3rd Series Aurelia B20 GT. The 3rd Series B20 is considered by many to be the best, combining as it does much of the part-alloy panelling of the earlier lightweight cars, plus their independent rear suspension, but with the much improved and more powerful 2.5-litre engine of the later series. Most importantly for an Aurelia, the chassis, engine, sliding pillar suspension, transaxle, and steering box are all matching numbers and just as they left the factory.

'2848' was completed on 26th October 1953 and sold new in Italy. The earliest recorded owner is a Swedish lady, Mrs Ingrid Lindblad, who kept the Aurelia in Italy before importing it into Sweden in 1959. In 1961, the Lindblads brought the B20 back to Italy where it was completely overhauled by a Lancia concessionaire (detailed invoices on file). It is believed that the Aurelia stayed in Italy at the couple's holiday home until at least 1988 when it returned with them to Sweden (transit papers on file). The Lindblads kept their B20 until 2002 when it was imported into the UK by the previous owner, from whom it was purchased by the current vendor in 2012. As far as can be ascertained, the Aurelia has had only four owners from new.

When purchased by the vendor, the Lancia was in excellent, rust-free condition and drove beautifully, although in need of cosmetic improvement. When overhauled in 1961, the car had been repainted metallic blue and re-trimmed. As the paint and trim had become tired, the owner treated the Aurelia to a sympathetic refurbishment including a photographically documented bare-metal repaint in the original nero (black) and a re-trim in the original materials, with around £30,000 of receipted expenditure.

Further mechanical freshening has been carried out, including overhauls of the fuel system (cleaning tank, new fuel hoses, and carburettor strip/rebuild/repaint); ignition system (new points, plugs, coil, and HT leads); and cooling system (hoses and coolant). In addition, new pot-joint boots were fitted and a new complete stainless steel exhaust system installed together with a new heavy-duty battery, five new Michelin tyres, and fresh oil and filter.

We are advised that the matching-numbers engine starts easily and makes a wonderful noise; there is minimal smoke and it has excellent oil pressure. The engine internals were entirely replaced at the time of the overhaul in 1961, and further engine refreshment was carried out in the 1990s. The braking system was overhauled prior to importation into the UK. The transaxle is silent and - most importantly - there is little or no prop-shaft vibration, the bane of this model.



The interior has been re-trimmed to a very high standard in the correct cloth and vinyl, the headlining being replaced and the seats stripped, re-stuffed, and re-covered. The door cards were remade and a new steering wheel fitted, but otherwise this B20's interior is beautifully original, including the jewel-like instrumentation and factory-fitted rubber floor matting. '2848' also has a rather charming wind-up clock in the glove box lid, and a water temperature gauge, both these items likely fitted from new.

The boot is un-restored, with excellent original matting, repainted spare wheel, new Michelin and leather strap tie-down. This car comes with the (very rare) tool kit and bag, jack, starting handle and brace, while also included is an original spare Pirelli fan belt and an early metal warning triangle.

Befitting the quality of this example, it also comes with the original owner's manual, original sales brochure, factory parts book and an excellent history file, the latter containing, among other documents, the V5C Registration Certificate and bills relating to the bodywork and interior restoration (2013-2015).

£120,000 - 140,000

€140,000 - 160,000



1964 ALBATROSS MK2 CONTINENTAL SPEEDBOAT

Chassis no. 1252

- One of circa 1,300 Albatross speedboats made
- One of only 164 fitted with Coventry Climax engines
- Rare four-seater Continental model
- Top speed circa 47mph
- Fully restored
- Complete with original Albatross trailer



Founded by engineers Peter Hives and Archie Peace, Albatross Marine built high-quality speedboats from 1949 to 1966. Peace had been trained by the Bristol Aeroplane Company, and the Albatross was designed using aircraft techniques and built out of aluminium, a material in plentiful supply after the Second World War. Around 1,300 of various types were made, of which the most desirable were those fitted with the Coventry Climax engine, like that offered here. '1252' is a rare Continental MK 2 model, the four-seat variant with reclining front seats. The Albatross was a quality product and attracted a distinguished clientele. Brigitte Bardot kept her Albatross in St Tropez, while HRH Prince Phillip once owned two, which were kept on board the Royal Yacht Britannia. Aristotle Onassis owned an Albatross; Prince Rainier of Monaco had six at one time; Thai racing driver Prince Bira owned another; and Lord and Lady Docker kept two (for water skiing) aboard their classic super yacht, Shemara. Albatross speedboats were raced successfully in the Paris Six-Hour race and were championed by the late David Nations, once described by Lord Mountbatten as 'the father of British water skiing'. Sold all around the world, these charming little boats were adored by royalty, celebrities and boat enthusiasts alike. Today, the likes of Sir Charles Dunstone and Peter Nomikos are Albatross owners and only last summer, Jeremy Clarkson tweeted that a Climax Albatross was the coolest thing he had ever driven.

Albatross number '1252' was built in 1964 and mostly used for water skiing. The vendor had known about this Albatross for some years, and in the autumn of 2015 was able to buy the boat from the family – only its second owners – who had owned it since the late 1960s and had used the boat as part of the Rockley Sands Ski School in Poole. The particular appeal of '1252' lay in the fact that it was the only Coventry Climax-powered Mk2 Continental the vendor had ever seen which had not been molested. Although totally original, the engine was in poor condition and required numerous new parts.

It started life as a 1,220cc FWE but has been rebuilt to 1,500cc FWB specification for improved low-down power. The block, front cover and drive, sump, and engine mounting plates were stripped, ultrasonically cleaned and vapour blasted. The cylinder liners, pistons and rings, bearing shells, crankshaft and flywheel are all new, as is the cylinder head. The block and head castings have been Ultraseal impregnated. The valves and seats were re-cut, the whole engine balanced, and the carburettors completely rebuilt. There is also a remote oil filter system fitted to this engine.

The hull looked good but on closer inspection there were a few areas of deep corrosion in the rear bottom panel and cooling pans. Tooling was specially made and new pans fabricated. The rear floor was replaced also, and the engine bay and underside polished. The rest of the hull was stripped completely and then media blasted to remove any corrosion. Marine epoxy paints were used inside and out, while all of the brightwork was stripped, polished and re-anodised. The boat has been totally rewired with marine-grade wire and heat-shrunk end connectors. There is a dry battery as well as a battery isolator and Kill switch. The dashboard is as original, but with new gauges, and this Albatross also has a very rare Waterhead bow light and flag pole. The upholstery and floor covering are all new, and a buoyancy bow-bag was installed before sealing the front hatch.

The original Albatross trailer has been rebuilt with new running gear. The bunks are new Iroko, and the metalwork was all blasted and hot zinc sprayed before painting in epoxy. There is a set of two padded straps and a custom tailboard together with a tonneau cover, painter and paddle. A Climax A-series Albatross restored to the same standard as this won best motor boat at Monaco Classic Week 2015. Presented in freshly restored, generally excellent condition, this beautiful and rare Albatross speedboat would make the perfect companion for any Coventry Climax-powered single-seater or sports-racer.

£20,000 - 22,000
£23,000 - 26,000

1976 JENSEN INTERCEPTOR SERIES III COUPÉ

Registration no. OMD 982 P

Chassis no. 1850

- *Rare and desirable Anglo-American Grande Routière*
- *One of only 54 made*
- *Present ownership since 1993*
- *Serviced and MoT'd annually*



With the Interceptor's introduction in 1967, Jensen switched from glassfibre to steel for its car bodies. Underneath, the preceding C-V8's chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, *The Motor* recording a top speed of 140mph with 100mph arriving in 19 seconds. Leather upholstery, reclining front seats and walnut veneer were all standard features, while automatic transmission was the choice of almost all buyers.

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

Announced at the London Motor Show in October 1975, the striking-looking Coupé featured dark blue tinted panels, immediately behind the 'B' posts, that continued across the roof. Sadly, by this time Jensen Motors Ltd was in severe financial difficulty and only 54 of this final model had been completed before the receivers called a halt. Today the Interceptor Coupé is one of Jensen's most sought after models.

This Interceptor Coupé was purchased by the current owner in December 1993 and has been serviced and MoT'd every year. Works carried out in the last few years by marque specialists Rejen include cylinder head gaskets replaced, heads pressure tested and skimmed, and a new radiator (2011); electrics and cooling fan rewired (2012); and re-sprayed boot and bonnet (2016). It's worth noting that this is one of only two examples which were built without the blue tinted panels across the roof, where the entire hard-top roof is covered in vinyl, with no glass panels. 'OND 982P' has featured in a book on the marque, and a copies of the relevant pages may be found in the history file, which also contains an old-style logbook, MoT to July 2017, and a V5 registration document.

£20,000 - 30,000
€23,000 - 35,000

1966 MGB GT COUPÉ

Registration no. DFB 860D

Chassis no. GHD3 191354

- Present ownership since 1989
- Extensive professional restoration in 2006
- Fewer than 1,000 miles since completion
- Manual/overdrive transmission
- Bills on file for circa £47,000



The popularity of factory hardtops for its MGA predecessor and the success of the Coupé variant influenced the decision to produce a closed version of the MGB, which would provide the increased practicality and refinement being demanded by the maturing sports car market. Styled by Pininfarina, the MGB GT Coupé arrived in 1965 to be greeted by universal acclaim. The adoption of a stylish fastback bodyshell enabled the provision of two occasional rear seats which, when folded flat, created a generous load platform accessible via the rear tailgate. The more robust five-bearing B-Series engine was fitted to the GT right from the start, and when the Abingdon production lines finally stopped rolling, over 125,000 MGB GTs had been built. The popularity of the MGB - both the Coupé and Roadster versions - remains undiminished, one of the major factors being the continuing availability of spare parts and expertise, making it one of the easiest of classic sports cars to run and maintain.

This MGB GT was purchased by the current vendor in 1989. He commenced a restoration before deciding to entrust the project to Rees Brothers in Aldershot, who duly completed the full 'last nut and bolt' rebuild in 2006 at a cost of £47,000-plus (copy invoices available). A Heritage 'shell was not considered good enough quality, so the original body was rebuilt by hand using as many of the original panels as possible (ie: those that were perfect).

The body was completely under-sealed as it was being rebuilt, and then finished in Damask Red two-pack. Although not an original colour for 1966, it was considered nicer than Tartan Red, which was correct for that year.

A completely reconditioned engine and gearbox were installed while the rear axle was considered good enough to be reused, as was the steering rack. New carburettors and filters were fitted, and all hydraulics replaced. The interior was left untouched, as it was leather trimmed and in good condition. The dashboard and headlining were replaced, and the car completely rewired, etc. Reversing lights and a heated rear screen are the only notified deviations from factory specification.

The MG has covered fewer than 1,000 dry-weather-only miles since the rebuild's completion in 2006. It remains in exactly the same condition as when handed over by Rees Brothers, having been kept in an air-conditioned garage. A desirable manual/overdrive model, 'DFB 860D' is offered with dating certificate, current MoT, a V5 registration document, and the aforementioned restoration invoices.

£10,000 - 15,000
€12,000 - 18,000

1956 FORD THUNDERBIRD CONVERTIBLE WITH HARDTOP

Registration no. not UK registered
Chassis no. P6FH301716

- *Iconic American classic*
- *Restored in California in 2015/2016*
- *Automatic transmission*
- *Offered with optional hardtop and tonneau*
- *Imported in 2016 (duties paid)*



Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. The latter displaced 292ci (4.8 litres) and produced 193bhp in its original '55 Thunderbird configuration, while the 'Ford-O-Matic' automatic transmission equipped versions were more powerful still. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000. Despite its success the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater 'Little Bird' models into collectors' items almost overnight. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles. They enjoy cult status like many American cars of this period and are very popular in the Middle East.

A truly outstanding example, this California-resident 'Little Bird' has the 312ci (5.1-litre) Thunderbird Special V8 engine and automatic transmission, a combination that came with a maximum power output of 225bhp. The car was fully restored in California in 2015/2016 by a Thunderbird specialist, and in November '16 was privately imported into the UK from Atascadero, CA (all duties paid). We are advised that the chassis, engine, body, electrics, suspension, brightwork, and running gear have all been restored, and that the car has been fully re-trimmed, boot included. In addition, this car comes with the rare classic 'porthole' hardtop and optional tonneau cover (new), while the only departures from original specification are an Edelbrock performance carburettor and modern electronic distributor. Accompanying documentation consists of a copy of the State of California title, an MoT certificate valid until December 2017 (MoT no longer required), an Owners Manual and Factory Sales Brochure for the 1956 model year.

An iconic American design, the two-seater Thunderbird's cachet evokes an excitement few cars can match. This is a fine example, well worth considering.

£40,000 - 50,000
€47,000 - 59,000

34

2004 FERRARI F430 SPIDER F1

Registration no. AG56 PUO

Chassis no. ZFFEZ59B000149655

- *Delivered new to Germany*
- *Left-hand drive*
- *One owner*
- *11,920 kilometres from new*
- *Full service history*
- *All books, tools, etc.*





Introduced in 2004 at the Paris Motor Show, the Ferrari F430 was the latest in the line of V8-engined Ferrari road cars that had begun back in 1973 with the 308GT4. The F430 was a development of the preceding F360, sharing the latter's aluminium chassis, roofline, doors and window glass, though the body itself had been extensively revised. Styled, as usual, by Pininfarina, the F430 body generated greater downforce without the penalty of increased aerodynamic drag. In styling the F430, Pininfarina referenced some of Ferrari's other great cars, using the Enzo's tail lights and a Testarossa-style driver's-side mirror, while the twin front air intakes recalled the Tipo 156 Formula 1 car of 1961. The open Spider version featured an electrically operated retractable roof, capable of folding away beneath the rear deck in only 20 seconds, while the fully leather trimmed interior - a visual feast - could be ordered with either aluminium or carbon fibre embellishment to customer choice.

Beneath the F430's transparent engine cover there was an entirely new 32-valve V8 power unit displacing 4.3 litres. More compact than its predecessor, this new engine developed a maximum of 483bhp, while 80% of the 343lb/ft of torque was available below 3,500 revs, quite an achievement for a normally aspirated engine. A traditional manual transmission was still available, but most buyers

opted for the F1-style paddle shift version. One of the F430's more significant developments was the 'E-Diff', a computer-controlled limited-slip differential. As Autocar explained: 'with this much power it's quite possible to come to a turn too fast, but in sports mode the diff and its electronics maintain traction, minimise understeer, and assist in the creation of that fast-flowing fluency that keen drivers dream of.' And the F430 was certainly fast, with a top speed in excess of 315km/h (196mph) and a 0-100km/h (0-62mph) time of around 4.0 seconds. Helping keep this outstanding performance under control were Brembo brakes and their associated Bosch electronics package. Carbon ceramic discs were an option.

This particular F430 Spider F1 was purchased via by Lais Power GmbH of Stuttgart on 11th September 2006 and has had only one owner from new. The car has covered a mere 11,920 kilometres (approximately 7,400 miles) from new and was last serviced by Graypaul on 14th July 2015 (at 11,824 kilometres). Finished in red with tan upholstery and black hood, this breathtaking Ferrari supercar comes complete with all books, tools, etc and is offered with original factory paperwork, old German Fahrzeugbrief, MoT to January 2018, and a UK V5C registration document.

£80,000 - 90,000
£95,000 - 110,000

1950 DAIMLER DB18 SPECIAL SPORTS DROPHHEAD COUPÉ

Coachwork by Barker & Co

Registration no. LLD 11

Chassis no. 53798

- Rare coachbuilt soft-top Daimler
- One of only 500-or-so made
- Long-term single-family ownership
- Recent cosmetic restoration
- Circa 35,300 miles from new



Daimler is one of the few manufacturers that can rightfully claim to have been established from the birth of the motor industry. The company's traditions of sound engineering, design and good workmanship were maintained throughout its life; hardly surprising therefore that Daimler enjoyed a lengthy association with Royalty as suppliers of motor cars.

Development of the pre-war Daimler Fifteen culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 featured an enlarged, 2,522cc version of the overhead-valve six first introduced in 1933. Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle comprised the transmission. A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the Special Sports featured coachwork by Barker, the latter, like Daimler and fellow coachbuilders Hooper, being one of the BSA Group's many companies. The radiator grille was now curved, the alloy-panelled coachwork more streamlined, and the Special Sports benefited from hydro-mechanical braking and a power output raised to 85bhp courtesy of twin carburettors. In short: a model combining all the usual Daimler refinements with increased performance. When DB18 production ceased in 1953, only 500-or-so of these elegant and refined Special Sports roadsters had been completed.

This DB18 Special Sports features Barker's distinctive drophead coupé coachwork with bench front seat and single sideways-facing rear seat. The current vendor acquired the Daimler at Bonhams' sale at the RAF Museum, Hendon in April 2009 (Lot 317). Family owned from 1967, the car had been kept in storage from 1979 and was offered as a restoration project, displaying a total of circa 35,300 miles on the odometer when sold. The engine had been re-commissioned and was said to start and run well, and the vehicle was reported to be in fundamentally sound condition.

Since its acquisition by the current vendor, 'LLD 11' has been treated to a bare-metal cosmetic restoration (photographs on file). The restoration included a repaint, an interior re-trim and a new convertible hood, while the cylinder head was removed, inspected and serviced. Since the restoration's completion in 2014 the paintwork has picked up some imperfections, which the new owner may wish to rectify.

Said to run very well, 'LLD 11' retains its original registration number and comes with an old-style logbook and a letter from the deceased previous owner's son detailing its history.

£17,000 - 20,000

€20,000 - 23,000

Property of a deceased's estate

1935 ROLLS-ROYCE 25/30HP THREE-POSITION DROPHHEAD COUPÉ

Coachwork by Caffyns

Registration no. CVR 180

Chassis no. GTL56

- *Elegant open-topped pre-War motoring*
- *Present ownership for 30 years*
- *Restored over a number of years*
- *Overdrive fitted*



Latest in the line of 'small' owner-driver Rolls-Royces that had begun with the 'Twenty' in 1922, the much-revised 25/30hp arrived in 1936. The newcomer was a development of the immediately preceding 20/25hp model, which had been introduced in 1929 featuring an enlarged (from 3,127 to 3,699cc) and more-powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. Eventually the trend towards increasingly weighty coachwork prompted Rolls-Royce to revise the 20/25. Raising engine capacity to 4,257cc provided the required power increase, while the policy of using more proprietary components began towards the end of 20/25 production saw the new 25/30 adopt a Stromberg carburettor and SU fuel pumps. In its superlative build quality and all other respects the new Rolls-Royce 25/30 remained much as its immediate predecessor, lasting in production until 1939 by which time 1,201 cars had been built.

This particular Rolls-Royce 25/30 - chassis number 'GTL56' - was completed on 1st August 1935 and delivered to coachbuilders Joseph Cockshott of Manchester for bodying. However, it appears that for some unknown reason Cockshott did not complete the commission, which was taken over by Barker & Co, London. Barker's duly completed 'GTL56' with 'Sports Sun Saloon' coachwork for the total price of £1,326 5s 0d. It is worth noting that this car has the recently introduced kneeling 'Sprit of Ecstasy' mascot (employed between 1934 and 1956) rather than the standing type.

The Rolls-Royce was registered in Manchester on 1st September 1936 as 'CVR 180' and sold to Mr W J Lister of Didsbury Road, Stockport, Manchester. Mr Lister owned the car until his death on 29th January 1948. The car was then bequeathed to a person unknown and later turned up in the Folkestone area, where it was re-bodied as a drophead coupé by Caffyns in the ex-Maltby Coachworks in Sandgate, Kent sometime in 1948/1949 (see photographs on file). 'CVR 180' was then sold to Mr Leslie Norton of Upper King Street, Leicester, who owned the car until 1980.

The Rolls-Royce was then acquired by Peter Harper & Co, Stretton (Car Sales) and sold to Mr John Morrison of Valehead, Crawton, Stonehaven. He then sold the car to Mr Richard Charnley of Poundsley Lodge, Black Boys, East Sussex in October 1982. Some five years later, in September 1987, 'CVR 180' was sold to its late owner, the well-known Ipswich based collector, Bernard Fosdike. A 'hands on' enthusiast, 'Bernie' refurbished the Rolls-Royce over a number of years, rebuilding the engine, fully restoring the bodywork, and fitting an overdrive (see various related restoration invoices on file). Attractively finished in Eau de Nil with cream leather interior, this sporting drophead Rolls-Royce is described as in generally good condition and offered with copy chassis cards and a V5 Registration Certificate.

£35,000 - 40,000
£41,000 - 47,000

37

1966 FERRARI 330GT 2+2 SERIES 2 BERLINETTA

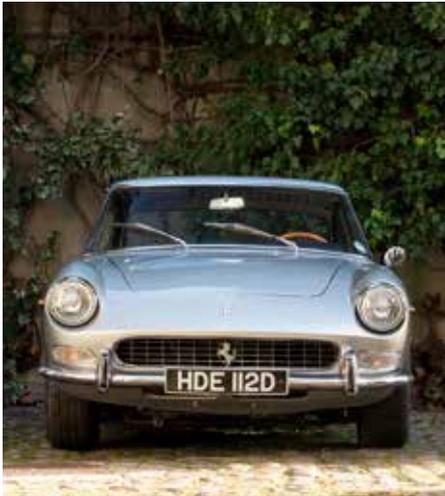
Coachwork by Pininfarina

Registration no. HDE 112D

Chassis no. 8421

- *Delivered new to France*
- *Left-hand drive*
- *An older restoration*
- *Maintained by marque specialists*





By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250 GTE 2+2 - was based on the highly successful 250 GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and the master Carrozzeria succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250 GTE provided the basis for its replacement: the 330 GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330 GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.

The 330 GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250 GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330 GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari.

Equipped at first with a four-speeds-plus-overdrive gearbox, the 330 GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, these later cars being known as the 'Series 2'.

A 'Series 2' model, chassis number '8421' was delivered new to France via Franco-Britannic Automobiles of Paris, Ferrari's official distributor. Resident in France for many years, the Ferrari spent a short period spent in Spain in the early 2000s before returning to France. The car was then imported into the UK by its Paris-based owner, who kept it stored in London until it was sold to the previous owner in the summer of 2012. The current vendor purchased the Ferrari in September 2014.

An older restoration described as in generally very good condition, the car has covered relatively few miles since the engine was rebuilt in 2010. More recently the Ferrari has been maintained by marque specialists GTO Engineering, Bob Houghton, and QV, as evidenced by related service/maintenance bills on file. Professionally stored and sold from a large private collection, this beautiful and highly desirable V12 Ferrari is offered with an old-style logbook, MoT to November 2017, V5C Registration Certificate, and the aforementioned bills.

£180,000 - 220,000
€210,000 - 260,000

38

**1961 ASTON MARTIN DP214 REPLICA GT
COMPETITION COUPÉ**

Chassis no. DB4/618/R

- *Faithful replica of DP214 '0195'*
- *The most accurate of the three DP214 re-creations*
- *Expertly constructed with no expense spared*
- *Highly competitive*



The four Aston Martin Development Project (DP) cars were the final racing iteration of the DB4 and Aston Martin's last pure racers of the David Brown era. Between 1959 and 1963 Aston Martin was locked in a battle to make their cars competitive with the Ferraris. The Astons had the power but were usually at a weight disadvantage. First came the DB4 GT, which was shorter and lighter than the standard DB4 and also had a more powerful twin-plug engine. Then came the DB4 GT Zagato using the same chassis and mechanicals as the DB4 GT but with a still lighter and more streamlined body.

In 1962 DP212 appeared at Le Mans and led easily with Graham Hill at the wheel before engine trouble put the car out. In 1963 the final three DP cars appeared: two DP214s with DB4 GT chassis numbers, and DP 215, which ran as a prototype.

To comply with Le Mans regulations the cars were supposed to be modified DB4 GTs, but in fact considerable gamesmanship was involved as the chassis and body of a DP bore no resemblance whatsoever to the original DB4 GT, even if the engine, running gear, suspension, and brakes were basically standard equipment. The weight reduction and streamlined body of the DP214 raised its top speed to nearly 200mph compared to 150mph for the standard DB4 GT.

Both the DP214 cars (chassis numbers '0194' and '0195') raced at Le Mans in 1963, and though they showed promise, reaching as high as 5th place, were both let down by piston failure. Without these failures there is every possibility that one of them would have won.





At the end of 1963 the factory sold the cars to Mike Salmon's Adlestone Engineering. In February 1964 they were taken to Daytona to compete in the 2,000km race, chassis '0194' being driven by Mike Salmon and '0195' by Brian Hetreed, its new owner. The two cars were identical in shape and colour, so to help with identification during the race the Hetreed car had a pale orange nose and door stripes applied. The Astons started well, getting up to 5th place, but the Salmon car suffered engine failure while Hetreed's had gearbox problems and finished the race 17th.

In May of the same year Hetreed took his car to the Nürburgring for the 1,000km race where during practice, tragically, he crashed and died. The wrecked car was shipped back to the UK and destroyed at Hetreed's widow's behest. Thus '0195' ceased to exist, although the engine was saved. The only surviving DP214 (chassis '0194') is in a private collection in Sussex. A unique and very valuable car, it is unlikely to race again.

There are three replica DP214s in existence. The first appeared in 1991 and was built in the UK for an American who tried to pass it off as the 'newly discovered and rebuilt 0195'. This claim was quickly debunked. Today, that car is owned and raced by its German owner while the other, built by Post Vintage Engineering, is currently owned by a UK-based motor dealer. The third is this car, '3729 UM', which is owned and raced by a British gentleman driver. It was built between 2010 and 2014.

The owner had been racing DB4s since 2002, and in 2009 decided that he wanted to race the two ultimate DB4 racers: the DB4 GT Zagato and the DP214. With Zagatos commanding a stratospheric price, and the DP214 simply not available, the only option was to build a replica of each. The remains of two DB4s were sourced and the project commenced.

From his years of racing DB4s, the owner felt that no single workshop could offer the level of expertise in all the disciplines required to build a replica of the quality he wanted. He decided to manage the two projects himself, farming out the elements to the best in each discipline - chassis, body, race engine, transmission etc.

Once accumulated, all the parts were delivered to one of the world's leading Aston Martin race preparers, Rex Woodgate, for assembly. Chris Woodgate (Rex's son) and his team have experience of working on and race preparing not only original Zagatos but also the sole surviving DP214. '3729 UM' is based on and carries the registration of a DB4 built in May 1961 with chassis number 'DB4/618/R'.



The build commenced in 2010 with the intention of making the car an exact replica of the Brian Hetreed car, chassis '0195'. The world's leading Aston Martin historian, Stephen Archer, was brought into the project to help with some of the historical detail.

He has written the two definitive books on DB4 GTs published by Palawan Press: *'Aston Martin Zagato'* and the recently published *'Aston Martin DB4 GT'*. Stephen in turn brought in various DP214 experts including a previous owner, Dr Michael Ottway, and also Ted Cutting who designed the original car.

Original drawings and photographs were sourced and the various specialists began their work. In parallel there began the hunt for parts such as the switches, air vents, windscreen washer system, fuel tap, etc. Some unique parts like the filler cap and Perspex windows had to be remanufactured.

Dr Ottway, who owned and rebuilt the only surviving DP214 in the 1980s, also provided input and gave the team access to photographs taken of his restoration. His knowledge and advice were of great value. The intention from the outset was that '3729 UM' would be the most accurate replica that could be made without compromise. This entailed sourcing many period parts, often at enormous cost, for example: the chronometric tachometer with 'telltale'.

The other replicas were carefully examined to ensure that any errors were avoided in the build of this one. As a consequence, the front and rear of this car are much closer to those of the original, with a longer nose and higher tail.

The mechanicals are all original DB4, the owner resisting the temptation to bore out the engine to 4.2 or 4.5 litres given that the surviving DP214 (now retired from racing) has a 3,760cc unit, so the engine is built to the original specification with the permitted Le Mans overbore of 1mm for a capacity of approximately 3.8 litres.

Being essentially those of the DB4, the mechanicals (engine, gearbox, axles, steering etc) were relatively easy to source. Nevertheless, great care was taken to achieve the correct relationship between the wishbones and steering arms to remove bump steer. Although the running gear was fairly easy to sort out, the same cannot be said of the instruments, switches, and ancillary gear. Post WW2 there was an abundance of ex-military equipment that had been made with reliability as the sole priority with no thought to cost; Aston saw them as perfect for their racing car. Thus the switches come from the Lancaster bomber, the fuel tap from a Spitfire.



Aston Martin also raided all kinds of other sources; the (white) air duct and huge Bakelite air vent coming from a bus of that period while the handbrake was from the DB3S (a genuine DB3S handbrake is fitted to this car). All these parts were sourced by the team and fitted to '3729 UM'. The bucket seats were specially made to the original design and trimmed in the correct Bedford cord (the very material used in the HM The Queen's limousines) using the last original roll left in the UK. The interior has been trimmed by ex-Aston Martin craftsmen and is totally correct.

To meet FIA regulations the car has also been fitted with a roll cage, fire extinguishing system, electrical cut out, and a racing seat and harness.

This car had to be absolutely correct, the only concessions to historic racing being those required by safety regulations and to ensure reliable fuel delivery. These include a modern Holly fuel pump, with the fuel lines bypassing the Spitfire fuel tap. However, brackets are there to fit an original twin fuel pump, and pipes can be fed via the fuel tap if required.

Peter Sutcliffe drove a DP214 in the 1964 Le Mans, co-driving with Mike Salmon. He was invited to try '3729 UM', fifty years after driving the original, and give his impressions:

'In the (1964) event, we were disqualified at about 0900 on the Sunday due to a minor infringement whilst in the pits, at which time we were in 7th place and the leading British entry. This experience had left me with many memories of the fine characteristics and performance of 214 so I was delighted when Stephen Archer asked me if I would like to try it. The 'it' is the most painstaking and accurate re-creation of that same car. Looking around it, I could see no obvious marks to distinguish it from the original. Chris (Woodgate) and his team of craftsmen have built the entire car from scratch, with only minor changes to comply with current regulations.

'I have to say that the country roads of Northamptonshire are not closely related to the wonderful roads and surfaces of La Sarthe. Thus sitting in the passenger seat whilst being expertly driven by Stephen, the experience is one of a very hard and uncompromising ride. His mastery was a sufficient testimony to the handling qualities, and the amazing performance.

'When it came time to change places, the memories of 50 years ago came flooding back. Everything was where I recalled it. The driving position is as perfectly adapted to completion work as one could wish - the long flat bonnet ahead, the smell of petrol and warm oil, all present and correct. Most important of all, the knowledge that one is surrounded by a strong, safe machine that will look after you, generating the confidence that one needs to push towards the 10/10ths limit.



'Anyway, engage the starter, switch on the ignition and the familiar sound of a competition Aston engine is all around you. Clutch out, first gear engaged, clutch in and. Stalled! I had forgotten the sharp engagement of the competition clutch! But once on the move all the thoroughbred qualities showed through. Of course I was not able to extend the car to establish its real potential, but its performance on the track in recent races is testimony to preparation and set-up by the Woodgate team. I drove home later in my own, rather less impressive Aston, savouring this wonderful, nostalgic few hours when I was reunited with my past, and so grateful to Stephen for one of the best motoring days out I have experienced for years.'

During 2013 the build was completed and the car and made its debut in the Spa 6 Hours in September of that year driven by the owner and Richard Meaden of Octane magazine. The Aston performed well in practice but three hours into the race a throttle linkage broke, forcing its retirement. The car competed in the Spa 6 Hours again in 2014, getting into the top 30 before bad luck hit in the form of a very long fuel stop which knocked the car back to the 40s. It finished the race despite appalling weather.

During 2013 and 2014, '3729 UM' raced at the Donington Festival, the Silverstone Classic (in 2014 it finished well ahead of the two other DP214 replicas), Brands Hatch Historic Festival, and the AMOC's Innes Ireland Cup.

In 2015 the Aston was invited to enter the Le Mans Legends support race that takes place the morning before the start of the Le Mans 24 Hours. The owner and Stephen Archer drove the car, which performed very well until Stephen missed a braking point and cracked the sump on one of the high kerbs. The autumn 2015 issue of Vantage magazine devoted an 11-page article to this adventure.

Daytona in 1964 was not only the last significant race DP214 chassis '0195' took part in before it was destroyed, but also the only race in which the car wore the distinctive nose and side markings. It was with this in mind that the owner decided to enter the car in the Daytona Historics race meeting in November 2016. The car made a highly favourable impression at the track, being much admired and the subject of various press articles.

Daytona's banked track allows cars to effectively run flat out for about 70% of the lap; this was potentially very punishing on the engine, so while qualifying times placed the car 6th, the owner was not prepared to make such demands on the engine for an entire race and the car finished the races between 12th and 17th. The owner's account of the meeting - 'A Rookie at Daytona' - appears in the February 2017 edition of Historic Motor Racing News. A copy of the latter is available, and the car also comes with an Aston Martin Heritage Trust dating letter and FIA/MSA Historic Technical Passport valid to 31st December 2018.



The Aston remained in the USA and was shipped from Daytona to Sebring to take part in the Sebring 12 Hour Historics event. This, like the Le Mans Classic, is made up of a series of shorter races, in this case four 45-minute races, one of which is at night. Once again '3729 UM' received a great deal of attention and surprised many with its turn of speed. The car was one of the oldest on the very competitive grid made up of Ford GT40s, Lola T70s, and a swarm of Porsches.

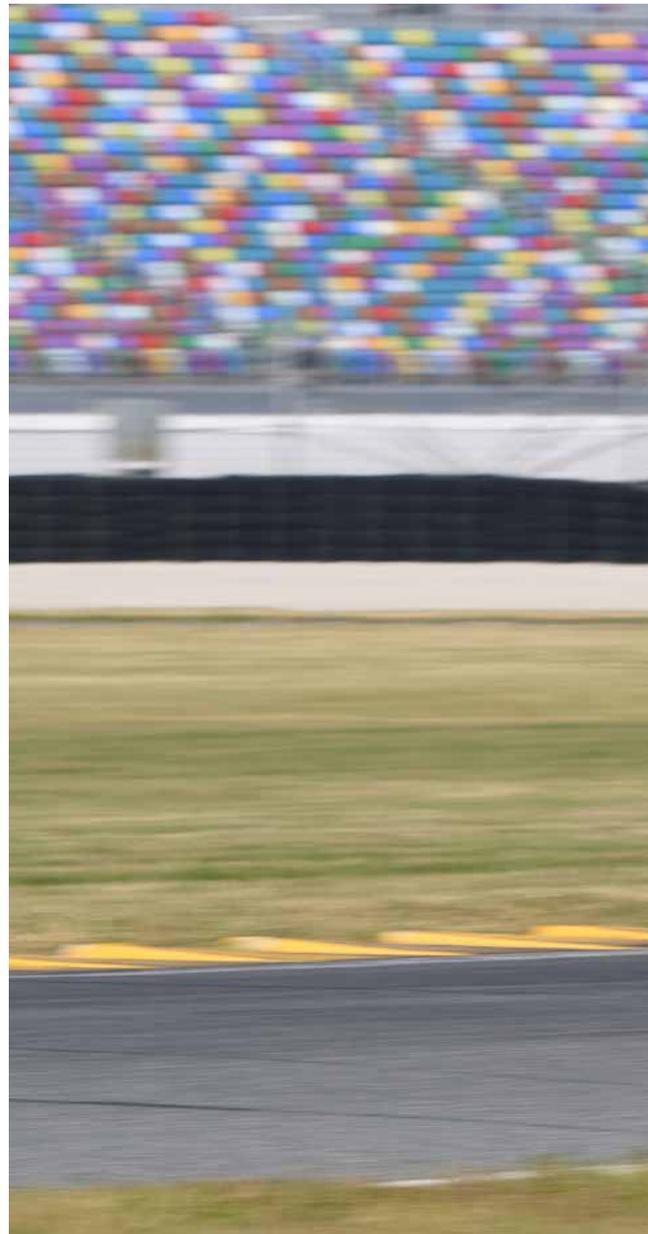
Though the car is in standard FIA specification and was running on road tyres, it finished the series of four race in 6th position overall with only slick-shod GT40s and T70s ahead of it, a quite outstanding achievement.

The car comes with the spares package that accompanied it to the USA: namely a spare set of tyres and wheels; spare fog lamp covers; essential electrical parts; and the usual consumables. It also comes with a full under-tray that has never been fitted.

Altogether, this faithful DP214 replica is an amazing car that is easy to drive and not only looks wonderful but also can compete at the highest international level. To build a similar car today would cost in excess of £750,000 and take around three years. Due to the rarity and unprecedented value of certain Aston Martins, replicas and continuation cars are becoming increasingly accepted, as evidenced by Aston Martin's announcement of continuation DB4 GTs at £1.5m each.

£600,000 - 700,000

€700,000 - 820,000





1954 BENTLEY R-TYPE 4½-LITRE SALOON

Registration no. OYK 763

Chassis no. B133WG

- *Three owners from new*
- *Ultra refined motoring*
- *Automatic transmission*
- *Timeless elegance*



Rolls-Royce's rationalisation policy continued after WW2 with the introduction in 1946 of standard bodywork on the MkVI Bentley, Rolls-Royce's first post-war product. A separate chassis was retained, featuring a new design of independent front suspension, hydraulic front brakes, and a new 4,257cc, six-cylinder power unit. The latter was enlarged to 4,566cc in 1951, while a much-needed improvement to the standard bodywork arrived mid-way through 1952 in the shape of an enlarged boot together with associated alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley (and E-Series Rolls-Royce Silver Dawn).

Chassis number 'B133WG' was manufactured in 1954 and has the four-speed automatic transmission that had recently become available as an option (and would be standardised on the successor 'S' Series).

The Bentley was delivered new via H A Fox to the managing director of a lift-manufacturing company in Lancashire, who kept it until 1969. The car was then purchased by a vicar in Gravesend, who sold it to the third owner in 1973; it has not changed hands since then.

We are advised that the brakes have recently been overhauled and new hoses fitted, and that the car is in generally good condition, with smooth transmission and original interior in lovely, patinated condition. Accompanying documentation consists of an old-style logbook, copies of the original factory build sheets, assorted invoices, and a quantity of expired tax discs and MOTs.

£17,000 - 20,000
€20,000 - 23,000

1961 JAGUAR MK2 3.8-LITRE SPORTS SALOON

Registration no. 519 UYS

Chassis no. P216150BW

- *Left-hand drive*
- *Restored by CMC*
- *Beautiful colour combination*
- *Desirable upgrades*



One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. With the advent of the Mk2 in October 1959, the 3.8-litre version of Jaguar's XK twin-cam six became available for the first time in the company's medium-sized saloon, which in 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards. With 220bhp on tap and a whopping 240lb/ft of torque available at a lowly 3,000rpm, the '3.8' was only marginally slower when fitted with the optional Borg-Warner automatic transmission, reaching the 'ton' a mere three seconds adrift of its manual sibling on the way to a top speed of over 120mph. It is hardly surprising that the '3.8' in automatic configuration was an increasingly popular choice, particularly in the North American market.

This left-hand drive Mk2 '3.8' was supplied new to Jaguar, New York, the accompanying JDHT certificate recording that it was fitted with automatic transmission, power steering and chromed wire wheels, and finished in black with Biscuit leather interior.

Following its acquisition by a previous owner in September 2007, the Jaguar was restored by marque specialists, Classic Motor Cars Ltd of Shropshire, there being related bills totalling more than £40,000 on file. Enhancements include four-speed automatic transmission, integral satellite navigation, Webasto Monte Carlo full sliding sunroof, Becker Mexico radio, and MotoLita-style steering wheel.

Finished in black and now with a Burgundy leather interior, the latter in truly superb condition, '519 UYS' is one of the best Mk2s we have seen in recent years. Purchased by the previous owner at Bonhams' Oxford Sale in March 2010 (Lot 436) it returned to CMC between November 2010 and June 2011. Work included repairs to the doors, suspension, and chassis together with a full service at a cost of £13,500. It was then sold to its current owner in 2011 and since then has formed part of his impressive collection of fine classic European cars. Representing a wonderful opportunity to acquire a fine example of this charismatic British sports saloon at a fraction of its restoration costs, the car is offered with a file of correspondence and bills, owner's wallet containing operating/maintenance/service handbook and a V5 registration document.

£45,000 - 55,000
€53,000 - 65,000

1971 DATSUN 240Z 2.8-LITRE COUPÉ

Registration no. FMW 519J

Chassis no. HLS3040139

- *Iconic Japanese classic*
- *Upgraded 280Z engine fitted*
- *Imported from the USA*
- *Comprehensively restored during 2015/2016*
- *Left-hand drive*



Formed in 1933, the Nissan Motor Company marketed most of its exported products as Datsuns until the latter name was dropped in 1983. There had been Datsun sports cars before the 240Z, most notably the Fairlady series of the 1960s, but with the Big Z's arrival in 1969 the Japanese firm established itself as a major force to be reckoned with in the sports/GT market. Although designed at Nissan by a team headed by Yoshiko Matsuo, with input from consultant Count Albrecht Goertz, stylist of the BMW 503 and 507, the 240Z looked every inch a European product.

Boasting a 2.4-litre overhead-camshaft six-cylinder engine, five-speed manual (or three-speed automatic) transmission, independent suspension all round and a generous equipment level as standard, the keenly priced 240Z proved an outstanding success in the all-important North American market, taking sales from MG, Triumph and Jaguar.

In addition to its commercial success, the 240Z was immediately successful in motor sport, particularly in club racing in the USA and on the world rally stage.

This left-hand drive 240Z is believed to have been delivered new to California in 1971. The car is accompanied by a large history file that includes the original handbook, original warranty/service booklet, and original warranty card.

Having found its way to the UK in 2015, the car then underwent a 3,000-hour restoration, in the course of which the bodyshell was completely dismantled and bare-metal painted, and all the running gear restored and reassembled. During this process it was discovered that the car had been fitted with a later 280Z 2.8-Litre engine, which was rebuilt and fitted with a big valve head, larger cam and 5 speed gearbox. A comprehensive record of this work was kept and there are photographs on file documenting the restoration work from the start, together with many bills and receipts for new parts used.

Since the work was completed the car has covered only test mileage and remains in 'show' condition. Now UK registered, it is supplied with the V5C Registration Certificate, fresh MoT, and the aforementioned the history file. An absolutely immaculate example.

£30,000 - 35,000
€35,000 - 41,000

42 N

1961 MERCEDES-BENZ 220 S COUPÉ

Registration no. to be advised

Chassis no. 8507907

- Rare version with sliding steel sunroof
- Left-hand drive
- Attractive colour combination
- Complete with period luggage set



Introduced at the 1959 Frankfurt Auto Show, the 220 S saloon was one of three six-cylinder (W111) models sharing a new up-to-the-minute body style. This trio featured unitary construction bodies, independent suspension all round (at the rear by means of a single-pivot swing axle), and powerful servo-assisted drum brakes. Much attention had been paid to improving passenger comfort and safety, the cabin being enlarged and the glass area increased for better visibility, while the incorporation of front and rear crumple zones represented a milestone in automotive safety technology. Designed to appeal equally to European and North American markets, the sleek new body featured tail fins, a styling device then much in vogue, which gave the models their nickname: Heckflosse (Fintail).

Powered by an up-rated (110bhp DIN, 124bhp SAE in the USA) version of its predecessor's 2,195cc overhead-camshaft six-cylinder engine, the 220 S was good for a top speed of around 165km/h (102.5mph). Fuel-injected 'SE' versions followed, the coupé and cabriolet models lacking the saloon's swiftly outdated tail fins, while front disc brakes were standardised on the 220 S in April 1962. Production ceased in 1965.

This charming Mercedes-Benz 220 S Coupe is beautifully finished in two-tone ivory over dark grey with tan interior, and has the rare and desirable factory sliding steel sunroof. The car was registered in 1964 in the United States where it remained with one owner until 1981. Its owner was both very passionate and particular about the maintenance and use of the car, which he had christened 'Maximilian'. He kept a hand-written logbook of his travels with the Mercedes, even recording the exact bend where the 100,000 mile mark had been passed. Since 2009 the car has formed part of an exclusive private collection in the North of England, where it has been sparingly used and looked after by the owner's in-house mechanic. The aforementioned hand-written logbook comes with the car, as well as the old US title and proof of EU customs paid.

Subsequently restored, the car and presents very nicely and comes with a period luggage set. An attractive, usable, and worthwhile addition to any serious collection.

£50,000 - 60,000

€59,000 - 71,000

C.1956 JAGUAR MARK VIII SALOON

Registration no. SLL 346

Chassis no. 729454BW

- *Single family ownership*
- *Circa 2,020 miles from new*
- *Unusual Cambridge Blue colour scheme*
- *Outstandingly original*
- *In dry storage since the late 1960s*



Introduced in 1956, the Mark VIII was the penultimate version of Jaguar's flagship luxury saloon that had debuted as the Mark VII back in 1950. Work on Jaguar's advanced new saloon car had been interrupted by the war, and in 1948 elements of the proposed newcomer made their first appearance in other models: the twin-overhead-camshaft engine in the XK120 sports car and the independently-front-suspended chassis in the interim Mark V saloon. It was not until 1950 that the two were combined in the Mark VII. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre 'six' had already demonstrated its prowess in the XK120 and proved capable of propelling the Mark VII's not inconsiderable bulk past 100mph.

In 1954 the revised Mark VIIM appeared, followed in 1956 by the Mark VIII. The latter boasted yet more power (210bhp) and torque, making for improved top-gear performance, the maximum speed of this two-ton leviathan increasing to 106mph. When production ceased in 1958, slightly more than 6,000 Mark VIIs had been built.

Only 158 survivors are known to the International Mark VIII Register 'SLL 346' was purchased new by the vendor's late father and has remained in the family's possession ever since. It is believed that the Jaguar was purchased from Henlys of Camden Town, London. His father loved the unusual Cambridge Blue livery (many MkVIIs were two-tone), and specified automatic transmission for the convenience of his wife, who was newly qualified to drive. However, he did not take to the auto 'box' (his previous Jaguars had all been manual) and she found the car too big, with the result that the MkVIII was used mainly for special occasions. Stored in a dry garage since it was last run in the late 1960s, this remarkable car has covered a mere 2,020 miles from new. The vendor had intended to restore the Jaguar but lacks the space to carry out the work, hence the decision to sell.

This amazing 'time warp' car exhibits all the features one would expect of a grand Jaguar saloon of the period - beautiful woodwork, switchgear, brightwork, tool trays, etc - and the fortunate new owner will be richly rewarded.

£15,000 - 20,000

€18,000 - 23,000

44 N

1956 ALFA ROMEO 1900 SUPER BERLINA

Registration no. not registered

Chassis no. AR1900 12567

- *Landmark Alfa Romeo model*
- *Left-hand drive*
- *Desirable 1,975ccc version*
- *Restored condition*



Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga, and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph. As well as the unitary construction two-door or four-door berlina (saloon), separate chassis types were available for bodying by independent coachbuilders. The 1900 is also notable as Alfa Romeo's first left-hand drive model.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil-spring independent front suspension, and an exceptionally well-located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in 1951 in the form of two high performance derivatives: the Sprint coupé and cabriolet.

That same year the 1900 TI (Touring International) berlina appeared with a 100bhp engine, and then in 1953 a 1,975cc engine was introduced on the 1900 Super and 1900 TI Super berlina models, as well as the coupés and cabriolets. Its manufacturer advertised the 1900 as 'The family car that wins races', an allusion to its successes in the Targa Florio and other high-profile Italian events.

Beautifully finished in dark blue with a contrasting grey cloth interior, this charming Alfa Romeo 1900 Super was purchased by the current owner in 2011 for his private UK-based collection. It features the column-shift gear change typical of the model and, having been manufactured in 1956, is potentially eligible for the Mille Miglia retrospective in Italy.

It is believed that this Alfa was previously registered in Spain, but it is currently being offered without registration documents. Clearly the car has benefited from a previous restoration and presents very well. A built sheet from Alfa Romeo has been applied for and should be available in time for the auction.

£20,000 - 25,000
€23,000 - 29,000

1970 JAGUAR E-TYPE SERIES 2 ROADSTER

Registration no. TKG 78H

Chassis no. 1R 1571

- Two owners from new
- Present ownership since 1984
- Circa 52,000 miles from new
- Fastidiously maintained
- Exceptional history file



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers.



In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This E-Type Series 2 Roadster had had only two owners from new. The car was delivered in 1970 to surgeon Mr T D H Gray of Birkenhead, who kept it until it was sold to the lady vendor's late husband in July 1984. The recorded mileage when purchased was 34,500 and is now 52,000. 'TKG 78H' has been fastidiously cared for, always kept in a heated garage, and never driven in the rain.

Sitting on newly refurbished wire wheels shod with nearly new tyres, the E-Type runs well, displaying good oil pressure; some body panels have been replaced in the past, and the car presents well. The history file is quite exceptional, containing every maintenance bill from 1984 to the present day, and MoT certificates dating back to 1982. Very rarely does a low-mileage, few-owners E-Type Roadster appear on the open market, making this exceptional example an opportunity not to be missed.

£80,000 - 100,000
€95,000 - 120,000



1970 MINI MARGRAVE SALOON BY WOOD & PICKETT

Registration no. BUV 212H
Chassis no. DVLASWA3971411401

- Rare and desirable bespoke Mini conversion
- Re-shelled circa late 1980s/early 1990s
- Extensively upgraded
- Stored for 18 years



Wood & Pickett Ltd was founded in the early 1960s by Bill Wood and Les Pickett, both of whom had been employed until the late 1940s by Hooper & Co, one of Britain's leading traditional coachbuilding firms. Inspired by the success of Harold Radford's upmarket Mini de Ville, Wood & Pickett decided to specialise in converting Minis to similarly luxurious specification, calling their version the 'Margrave'. In 1986 Wood & Pickett was purchased by Henlys, under whose ownership greater emphasis was placed on their highly profitable conversions for the Range Rover. Since being sold by Henlys in 1989, the company has changed hands again and is still existence today in Leatherhead, Surrey where it is concentrating once more on conversions and restorations of classic Minis.

First registered 'BUV 212H', this 1970 Mini was originally built by Wood & Pickett and re-shelled in the late 1980s/early 1990s using as many of the donor car's components as possible, including the Mercedes-Benz headlight units, a rare option. It is believed that these were fitted only to actor Omar Sharif's Margrave and one other car. The roof has been de-seamed, as per the original Wood & Pickett Minis, and there are twin fuel tanks and an electric pump.

This Margrave is fitted with a 1,380cc engine incorporating a Steve Harris big-valve cylinder head, twin 1½" SU carburettors, and a long centre branch exhaust manifold. Power is transmitted via a Jack Knight five-speed gearbox, while other noteworthy features include adjustable Spax gas dampers, 6Jx10" Revolution alloy wheels, Mini Cooper front disc brakes, and Superfin alloy rear drums.

The interior's rear seats have been specially made to match the front bucket seats, which have been re-trimmed in Connolly hide. It has Wilton carpeting, with sound deadening material underneath. Air conditioning, rarely seen in Minis, is another interesting feature, as are the tinted side windows and top-tinted windscreen. The front windows are electrically operated.

'BUV 212H' was in storage for 18 years prior to its purchase by the current vendor. Presented in generally excellent condition, it represents a wonderful opportunity to acquire one of these exclusive and much sought after bespoke Minis. Accompanying documentation consists of MoT to August 2017, a V5C Registration Certificate, a letter of authenticity from Wood & Pickett, and confirmation that the vehicle was formerly registered '321 DPX'.
£23,000 - 25,000
€27,000 - 30,000

1968 MINI COOPER 'S' SPORTS SALOON

Registration no. RTR 57G

Chassis no. CA2SB-1187162A

- *The ultimate original Mini*
- *Fully restored*
- *1,293cc 'unleaded' engine*
- *Dry stored in recent years*



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

To many though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible, and was good for a genuine 100mph - an astonishing performance at the time.

This 1275 'S' was first registered in November 1968 to Carey & Lambert Ltd, Austin agents for the Southampton area, and probably retained as a demonstrator as it was not registered to its first private owner until January 1970. Purchased by the present owner in 1991 as a restoration project, the Cooper was kept in barn storage for some years before being restored and registered (in June 2004). In recent years the owner's state of health has prevented him from driving the car, which has been kept dry-stored, the engine being run regularly.

Noteworthy features include an engine capacity increase to 1,293cc and an unleaded cylinder head conversion. Accompanying documentation consists of the original old-style logbook, some old MoTs (most recent expired December 2013), a V5C Registration Certificate, and a substantial quantity of invoices for parts. Described as in generally very good condition, this lovely Cooper S, although not fast by modern standards, it is still just about as much fun as you can have on four wheels.

£15,000 - 20,000

€18,000 - 24,000

48

**1903 GLADIATOR 10HP 2-CYLINDER
REAR-ENTRANCE TONNEAU**

Registration no. CE 1229

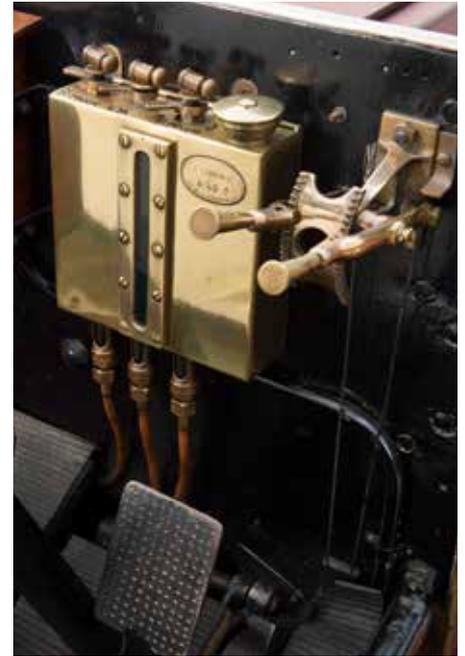
Chassis no. 6-1108

- *Rare French make*
- *Present ownership since 1990*
- *Mechanically overhauled by Hofmann's*
- *24 London-Brighton Runs successfully completed since 1991*
- *A strong performer*





London to Brighton Run, 2014



A relatively short-lived French marque, Gladiator produced motor cars from around 1896 to 1920, latterly as a division of Vinot et Deguingand. Société Gladiator had been founded in 1891 in Pré St Gervais by Paul Aucoq and Alexandre Darracq to manufacture bicycles, and a few years later was taken over by a British consortium headed by Harvey du Cros. The latter had recently bought Adolphe Clément's bicycle interests and the newly formed Clément-Gladiator-Humber company soon expanded its activities to include tricycles, quadricycles, motorcycles and automobiles. The first Gladiator cars were rear-engined, single-cylinder voituettes boasting tubular steel frames and handlebar steering. They were also sold under the Clément-Gladiator name, Adolphe Clément being a prominent board member, as was the notorious fraudster Harry J Lawson.

By 1899, front-engined, Aster-powered models equipped with wheel steering had superseded the originals. Gladiator's biggest market was the UK, which was taking 80% of production by 1903, at that time running at more than 1,000 cars annually. Somewhat confusingly, similar cars bearing the names 'Clément-Gladiator' and 'Gladiator' were being made in the same factory, the essential difference being that the former had shaft drive while the latter were chain driven.

In Britain, Gladiators were distributed by the Motor Vehicle Company Ltd, which had been founded in 1899 by du Cros and S F Edge. Australian-born Selwyn Edge was a prominent figure on the emerging motoring scene in Britain and is associated with a number of makes including Napier (of which he was a director), Clément-Panhard and AC, owning the latter for most of the 1920s.

He was also a pioneering racing driver, winning the Gordon Bennett Cup in 1902 at the wheel of a Napier and setting a new 24-hour record at the newly opened Brooklands track in 1907 that would stand for 18 years. Ever mindful of the value of publicity, Edge entered his protégé, Dorothy Levitt, in various events in 1903 including the Southport Speed Trials, in which her Gladiator won its class. Levitt would go on to become the most famous and successful lady racing driver of her day, gaining the sobriquet 'Fastest Girl on Earth' when she set a new Ladies' World Land Speed Record in 1905.



London to Brighton Run, 2015



London to Brighton Run, 2016



Adolphe Clément resigned from Clément-Gladiator in October 1903, though the cars continued to bear his name for the next few years, and in 1909 the firm was sold to Vinot et Deguingand, which transferred production to its factory in Puteaux. From then onwards the two ranges became ever more similar until in 1920 the decision was taken to drop the Gladiator name.

The 1903 Gladiator offered here is powered by a twin-cylinder Aster Type 25N engine displacing 1,701cc (rated at 10 horsepower), which drives via a three-speeds-and-reverse gearbox 'CE 1229' comes with two old-style logbooks for the period 1934 to 1966, during which it had only four owners. These logbooks show that the Gladiator was registered during most of that time, apart from the war years. The car comes with a current V5C registration document in addition to the old-style logbooks.

From 1951 the Gladiator was owned by Fred Watson until it was sold by his family to the present owners in 1990. During this time it was used extensively on Brighton Runs and other Veteran Car Club activities.

When acquired by the present owners, the car was given a major mechanical overhaul of all engine parts and running gear by Hofmann's of Henley (receipts available), while a decade later the wooden rear wheels were rebuilt. Red with varnished wooden panels (since the 1950s), the coachwork is original and appears has not been restored in the past 30-or-more years. We are advised that it needs only minor cosmetic work, unless a modern paintwork finish is desired. There are four seats, plus an extra rear seat (included but currently removed).

During the present ownership the car has been used successfully on almost every London to Brighton Run from 1991 to 2016. Regularly serviced, initially by Hofmann's and subsequently by Priority Vintage Car Company, the car has performed reliably, with only one unscheduled stop on the 25 Brighton Runs undertaken during this period. A strong performer, particularly on the steep hills, the Gladiator completed 24 Runs during this time, with only one non-finish, regularly being one of the first 10 or 20 cars to reach Madeira Drive.

£130,000 - 160,000
£150,000 - 190,000



1953 JAGUAR XK120 3.8-LITRE COUPÉ

Registration no. 143 YUU

Chassis no. S680620

- *Delivered new to the USA*
- *Fully restored and extensively upgraded*
- *Showroom condition*



This quite outstanding Jaguar XK120 coupé was fully rebuilt by Paul Gilmour of Bristol Classics during 2013-2015 and extensively upgraded for fast driving in modern-day traffic conditions. Starting with the engine: this is built up around an XK150 3.8-litre short motor; very desirable and very hard to find, the latter alone makes it special when compared with other 3.8-litre conversions that use engines from Jaguar Mk2 saloons, and keeps the car more authentically 'XK'. The con-rods are heavy duty, the flywheel is lightened, and all rotating parts, including the clutch, have been balanced. An XK120 component, the sump has been machined to fit, keeping the appearance authentic, but using an improved oil pump and pickup pipes. The engine also incorporates a modified rear oil seal (rubber lip instead of asbestos rope).

The cylinder head is a straight-port type with 1 $\frac{7}{8}$ " valves (E-Type heads had 1 $\frac{3}{4}$ " valves) and larger, mildly gas-flowed ports for better combustion. The carburetors are 2" sand-cast SUs as used on C-Type Le Mans cars and competition XK120s. Exhaust gases exit via a six-branch big bore system. Other noteworthy features include an alternator, aluminium radiator, Kenlowe heavy-duty fan, electronic ignition (inside the distributor), and a high-torque starter motor (a geared unit that uses a lower amperage and turns the engine over more quickly).

Fuel is delivered by a Facet electronic pump from an aluminium tank, which is accessed via an Aston flip-up filler cap (lockable). The fuel system also incorporates an SU fuel filter, ethanol-compatible rubber hoses, and copper lines front to back, while there is an emergency cut-off switch in the cockpit.

The gearbox is a Tremec five-speed unit with 0.63:1 'overdrive' fifth gear, while the first four gear ratios are very close to those of the original Moss 'box. The bell housing and clutch feature an original Jaguar XK hydraulic conversion. A shortened prop shaft transmits power to a rear axle - fully rebuilt all new bearings, seals, etc - which retains the original 3.77:1 final drive ratio.

The chassis has been powder-coated and upgraded to take telescopic shock absorbers at the rear and there is also a modern foot-well pedal-box extension (the pedal units bolt through to the chassis as per original specification). Suspension parts have been powder-coated and fitted with Superpro polyurethane bushes and new ball joints, bearings, etc. Adjustable gas shock absorbers are fitted front and rear, and the brakes have been converted to discs all round with four-pot callipers at the front and stainless pistons at the rear, with a remote servo. Stainless steel wire wheels are shod with Blockley radial tyres (the spare wheel is powder-coated silver and has the same tyre).



The electrics have been converted to single-battery operation and wired using a new braided loom. The headlights are original specification 7½" Lucas P770 'tripod' type, upgraded with a halogen conversion. The instruments have been stripped, cleaned and rebuilt, and the speedometer re-calibrated. An immobiliser has been fitted also.

Trimmed in full leather throughout, including the carpet heel pads and roll-edged bindings, the interior features a C-Type competition seat (folding on runners), West-of-England woollen cloth headlining, and re-veneered light walnut woodwork. The latter was chosen on account of its more prominent grain pattern (the original was dark walnut). There is also a MotoLita steering wheel with matching wood rim and an aluminium billet horn push. The over-mats and boot trim match the interior.

The entire body was stripped, blasted, seam-sealed and painted all over using anti-stone-chip materials under the wheelarches. The alloy door skins were removed and wood replaced as required, with all joints glued and screwed, and the skins refitted with seam sealer between the mating surfaces to prevent corrosion resulting from the conjunction of dissimilar metal/material. The sills, although sound, were replaced with an improved version made for heavy-duty 16g (as opposed to 20g) steel.

New lower 'A'-panel sections and 'B'-post box sections were fitted, while the rear lower body corners were replaced together with the offside sidelight pod and lower offside front wing. ICI's Flag Blue paint – as used in the 1950s by the Écurie Écosse racing team – was chosen, and all brightwork is either re-plated or new. The front windscreens and offside window are new, as are all the body rubbers.

Following completion, '143 YUU' served as Bristol Classics' 'sales' car and was displayed at the NEC International Classic Car Show. The current vendor bought the XK from Paul Gilmour in October 2015. Weighing nearly 100kg less than a stock fixed-head coupé, and further benefiting from its tuned 3.8-litre XK150 engine, '143 YUU' offers the fortunate next owner the prospect of some exhilarating drives.

Presented in truly showroom condition, the car comes with two sets of keys (one key is for the ignition and external locks; the glove box and fuel cap have individual keys). Accompanying documentation consists of a data sheet, archive sales sheet, Jaguar Heritage Certificate, and a V5C registration document. Combining traditional looks with best of modern motoring technology, this has to be one the very best upgraded XK120s currently available.

£110,000 - 140,000
£130,000 - 160,000

50

1962 MERCEDES-BENZ 220 SEB CABRIOLET

Registration no. 676UYH
Chassis no. 11102310031980

- Rare and desirable Mercedes-Benz soft-top
- Sold new in California, USA
- Rare manual transmission
- Extensively restored
- Excellent condition



'In the design of the 220SE coupé, practical considerations have sometimes been given up for better looks, but the car gives passengers as well as the driver a fine feeling of safety, based in fact on first-class road-holding, excellent brakes and precise steering, not to mention the extreme comfort of the wide, well-upholstered individual front seats.' – *Car & Driver*.

Mercedes-Benz debuted four new models at the Frankfurt Show in 1959 - the 220 SEb among them - all of which shared the same basic unitary-construction bodysell and all-round independent suspension. Longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window and vertically positioned twin headlamps. The new 220 SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220 SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph (170km/h) with 60mph (97km/h) attainable in under 14 seconds. Coupé and Cabriolet models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon.



More modern in style, the luxurious 220 SEb Coupé and Cabriolet were better appointed too, being equipped as standard with a rev counter, leather upholstery and four-speed automatic transmission with floor-mounted gearchange lever. Front disc brakes were fitted from the start of production, a benefit not enjoyed by the 220 SEb saloon until 1962. By the time production ceased in October 1965, fewer than 17,000 220 SEb Coupé and Cabriolet models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

This left-hand drive, manual transmission 220 SEb Coupé was purchased new in California, USA by James Brown, a young doctor, for his bride. The couple lived in Marin County and enjoyed the car for many years before the doctor's wife got tired of changing gears, so they traded it in for a new 450 SL. The second owner restored the Mercedes to a high standard over a number of years before selling it to Jim Kochevar, the third owner, in 1986 (see email printouts on file). The car was imported into the UK in 2014, since when it has formed part of a private collection.

Boasting power assisted steering, power brakes, and the rare Kuhlmeister air conditioning, this beautiful 220 SEb is finished in Havana Brown with tan soft-top, while the gorgeous interior features new bamboo leather upholstery and Carpathian burr elm embellishments.

In September 2016 the Mercedes was checked over and treated to a major service by Classic Workshop of Weston-on-the-Green, Oxfordshire, whose invoices totalling in excess of £2,000 are on file. There is also a £600 bill for a new exhaust system, sourced from Germany. Representing a wonderful opportunity to acquire a rare and much sought-after classic Mercedes-Benz, '676 KUH' is offered with MoT to September 2017, a V5C registration document, a sheet of previous-owner notes, and the aforementioned invoices.

£70,000 - 90,000
€83,000 - 110,000

*The ex-George Day, Talbot works,
Captain Sir Malcolm Campbell*

**1913 TALBOT 15HP (20/30HP)
WORKS HILL-CLIMBER**

Registration no. LF 3807
Chassis no. 5473

- Sole known survivor of the 'Invincible Talbot' Works Team
- Owned and raced by Captain Sir Malcolm Campbell
- Period Brooklands history
- Pre World War I Works competition car



The wonderful reputation of the 'Invincible Talbots' is widely regarded as having been earned by the North Kensington-based marque through the late-1920s and early 1930s.

However, the Roesch-era Talbots actually built upon the success, and abounding prestige, of an earlier generation of British-built Talbot cars, as exemplified by the mouth-watering Edwardian-era 15hp "works hill-climber" which we now offer here.

British Talbot cars were built in London, by Clement-Talbot Limited. The company had been formed in 1902, initially to import French-made Clement cars until a new factory was ready for UK manufacture. The Talbot name was derived from the family of the Earl of Shrewsbury and Talbot, company director and leading shareholder, who had been importing Clement cars since 1900.

A dedicated new factory was built in Barby Road, North Kensington, and by the end of 1904 it had begun assembly of cars from French-made components. The first British-designed Talbot emerged in 1906, and the marque's sporting activities were boosted in 1911 with the appointment of a new designer, George W.A. Brown, ex-Argyll, Humber and Austin, where he had been responsible for the successful "Pearly" racers.

Brown's new range for 1913, featured stronger crankcases, crankshafts and connecting rods, larger water jackets and valves and full pressure lubrication, all of which gave them greater development potential for competition. This took the form of higher valve lift and increased engine speeds thanks to special lightweight pistons and light but strong connecting rods. It is also likely that higher compression ratios were used. Power outputs for the 20/30 (also known as the 15hp) and 25/50 competition power units were claimed in period, respectively as 117bhp and 132bhp - at 3,000rpm.



End of an era, George Day sets fastest time of the day aboard 'LF 3807' on the eve of the First World War, Sutton Coldfield AC Hill Climb, 27 July 1914 © David Jones Collection

To launch this new range the Earl of Shrewsbury and Talbot commissioned a streamlined single-seater based on the chassis of the smallest car in the line up, the 12hp, fitted with the competition 25hp engine with the intention of breaking the world's record for one hour, and to exceed 100 miles in that time. Brown's colleague and friend Percy Lambert drove. The first attempt at Brooklands Motor Course was lost due to tyre failure but the second attempt in February 1913 was an outstanding success, Lambert completing 103.84 miles within the hour making him the fastest man in the world at the time, and attracting huge press coverage.

The British hill-climb and sprint scene in those Edwardian days was considered by those who took part in it to be equal to – if not more important than – the racing season at Brooklands. All the best-known amateur and works drivers and all the most celebrated manufacturers participated. These events gained significance because they were the only form of speed competition possible on the public roads of the United Kingdom and were accessible to many more people than the regular Brooklands attendees - generating good local publicity which boosted regional agents' sales.

In their heyday short-distance sprints and hill-climbs proliferated, generally run by provincial clubs. Often an enthusiastic squire would simply tell the local police constable to turn a blind eye and find something else to do on the chosen date. Clement Talbot took advantage of this stage upon which to strut, building a team of works cars for all classes to dominate the results.

Historian T.R. Nicholson, in 'Sprint', his seminal record of speed hill-climbs and speed trials in Britain, 1899-1925, describes how "To the contemporary, 1913 was the year of broken records and remarkable times."

That sprint season really began that May with the Herts Automobile Club 'climb at Aston Clinton in Buckinghamshire, backed by one of the country's wealthiest landowners, Alfred de Rothschild and ending in tea for 800 at his nearby home.

For Talbot, works driver George Day took first place on time and third place "on Formula" in his works 15hp, the car offered today.



Just two weeks later, Shelsley Walsh hill-climb saw the RAC offer competitors a waiver of a previous rule requiring cars to ascend fully laden. Remaining true to the old regulation, George Day attacked the hill with three passengers aboard his 15hp Talbot, "...achieving a greater laden weight than any car competing", earning a huge advantage in the Formula competition, which he won by a huge margin.

At Caerphilly in South Wales, Day drove the Talbot works' 12hp and 15hp cars to yet more class victories. The next day at Porthcawl he was again unbeatable in the smaller-capacity classes while Stokes' Brooklands Talbot demolished Vauxhall hopes overall.

In September 1913 at Greenhow Hill, Pateley Bridge, Clement Talbot fielded a team of five works cars. Again results were outstanding: "Five Talbots were entered in the open class (two of 12hp, one of 15hp and two of 25hp) and they succeeded in scoring first and second places on Formula, making the fastest ascent of the day and secured first and third places on time".

The story of the immensely attractive and highly usable pre-Great War Talbot offered here is told in a letter accompanying this Lot. It is from the much respected W.E. 'Bill' Barrott, then authorised registrar of the Sunbeam Talbot Darracq Register to Shirley M. Clarke late wife of Edwardian Talbot stalwart and former VSCC President Barry Clarke of Hampshire, England, dated April 8, 1994.



Mr Barrott wrote:

"Dear Mrs Clarke,

I am able to confirm...that your Talbot 15hp chassis No 5473 was manufactured at the Barby Road, Kensington, London works of Messrs. Clement Talbot Ltd in February 1913 and was registered by them, in London, with the mark LF3807...". He continued: "I am further able to confirm that this particular car was retained by the factory until 1919 and was used for competition, particularly hill climbs, during that period, and that its exploits are well documented in the motoring magazines of that period. The car was sold to Sir Malcolm Campbell, who resold it some three years later to Australia, from where it returned to the UK in 1993..."

If one researches the hill-climb competition reports of the period one finds almost universal admiration for the achievements of the 'works' Talbot entries. 'The Motor' magazine on yet another Talbot triumph: "The Talbots, especially those belonging to the Earl of Shrewsbury" – i.e. those entered by him for the works– "...covered themselves in glory..."

By August 1914 they were in effect the finest and most successful British competition team of the Edwardian era.

Competition motoring ceased when the Great War erupted in August 1914, but Clement Talbot retained its works cars until 1919 when they were offered for sale. The ever entrepreneurial Captain Malcolm Campbell became a Talbot agent and bought the cars, including the 15hp sprint model offered here. He would of course go on to become the Fastest Man on Earth, holder of multiple Land (and Water) Speed Records, and he would be Knighted for his efforts, as Sir Malcolm Campbell. He had been born into an affluent family in 1885 and had progressed from racing bicycles to motor-cycle trials, and in 1910, had begun competing on four wheels at Brooklands.

In 1912 he adopted the name 'Bluebird' for his cars and after wartime service with the Royal Flying Corps he returned to Brooklands where - during the following six years - he campaigned Talbots of 2.4, 3.0, 3.6 and 4.5-litres capacity (the last with an ex-Percy Lambert engine). He also drove Italas, a Star, an Austro-Daimler, 5-litre Sunbeam, a Fiat, Ballot and Chrysler cars – with considerable success. One should never doubt Campbell's enthusiasm for the sport, and he was plainly never afraid of investing in machinery. Campbell would modernize the appearance of the Talbot Team Cars including the 15hp by fitting post-War type Talbot radiators and re-modelling the bodies. He would later sell a car each to budding motor racing legends Woolf Barnato and Tony Vandervell, whilst using several himself including the 15hp which he raced successfully at Brooklands and elsewhere, winning the Lightning Handicap at Brooklands in October 1922 amongst other successes.



Captain Sir Malcolm Campbell in 'LF 3807' after winning the Lightning Handicap at Brooklands in October 1922 © LAT

He eventually offered this Talbot for sale in late 1922. A later owner, respected Australian Edwardian Talbot aficionado, John Hughes – who acquired the car in 1990 - advises us that "...it came to Australia as a second-hand car. It was imported into Brisbane, by the Queensland agent for Talbot cars, the 'Canada Cycle & Motor Agency' of Queen Street, Brisbane. I do not know what style of body was then fitted to it (if any). It was sold to a wealthy wheat and sheep farmer (John Annan), in the Darling Downs agricultural district in south-eastern Queensland.

"While driving back home from Brisbane on one occasion, the owner ran off the road, and the car crashed off the edge of an escarpment. I do not know if anyone was injured on this occasion, however the car suffered such serious damage that it was decided that only the engine, gearbox and radiator could be recovered.

"By the mid-1960s, the engine, gearbox, and radiator were obtained by a Mr Cyril Horton, of Toowoomba. Cyril set out to find whatever else of the car had survived. He climbed to the wreck site, and he succeeded in retrieving the badly twisted chassis frame, front-axle assembly, dash-board, springs, back-axle, and sundry other components.

"After twenty-five years of ownership, Cyril had done nothing to restore the old Talbot, and eventually after much persuasion he agreed to sell it to me.

"I had the chassis repaired and straightened, like-wise the front-axle assembly, and the gearbox, and I obtained a set of four 880 x 120 wheels. Having no idea of my car's sporting history, I fitted it with a particularly attractive five-seater touring body.

"At about this time, I purchased a fairly original Talbot of the same model, and I lost interest in the ex-Toowoomba car. I decided to sell it to Barry Clarke, as he had made me what I considered to be a generous offer for it."

On repatriating the car to the UK and discovering its true significance, the Clarks made the decision to re-body it as an exact replica of the form in which it had been campaigned so successfully by the Talbot Works Team before the Great War.



Roach Manufacturing of the New Forest was commissioned to re-body the car, and upon completion Barry Clarke campaigned the car energetically in VSCC sprints and hill climbs exactly as Talbot intended. The current owner - a great enthusiast for sporty Edwardian era cars - acquired this Talbot in 2011 after hankering after it for many years. During his custodianship, it has been used sparingly for Veteran Car Club (dating certificate on file) events and other rallies, whilst wanting for nothing. It is only for sale now due to the owner deciding to change the nature of his motor car collection.

Described by the vendor as in generally good condition, with very good engine (importantly the original unit) and chassis and with the sensible upgrades of an electric starter and fuel pump as the only deviations from standard specification it is ready to be enjoyed as the makers intended.

Few Pre-First World War Works racing cars survive. Fewer still are ever offered on the open market.

This car as the sole survivor of the 'Invincible Talbot Team' and having been owned and raced by the legendary Captain Sir Malcolm Campbell, now represents a unique opportunity for the buyer to experience an Edwardian competition car of the highest quality...

£140,000 - 180,000
€160,000 - 210,000



1950 CHEVROLET 3100 PICKUP TRUCK

Registration no. 543 YUA

Chassis no. 1255417

- *Classic American pickup truck*
- *Restored in 2012/2013*
- *Present ownership since 2014*
- *Used sparingly since restoration*



Nowadays an integral part of American popular culture, the pickup truck came to be thought of as the 20th Century equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era. Today, like so many fashions that start in the USA, they enjoy a cult following worldwide. Having introduced its first pickup in 1918, Chevrolet overtook chief rival Ford, albeit briefly, as the USA's number one producer in the 1930s thanks to its policies of technical innovation and aggressive marketing. Chevrolet was among the first to offer synchromesh transmissions and hydraulic brakes on its pickups, as well as an extensive range of colours.

By 1939 Chevrolet offered no fewer than 45 different trucks on eight alternative wheelbases, and in capacities ranging from half to one-and-a-half tons, all of them powered by the classic 'Stovebolt' 3.5-litre overhead-valve six.

The first post-war redesign of the truck range was introduced on the 1947 line-up and the second for the '54 season when a one-piece windscreen was introduced and the five-bar front grille replaced by one featuring a full-width central bar and vertical division. A more radical makeover was unveiled during 1955, by which time V8 engines had been added to the options list.

Finished in gold with black leather interior, this striking Chevrolet 3100 pickup has the 3.5-litre engine and three-speed manual transmission. Subject of a 'ground upwards' restoration in 2012/2013, the vehicle was purchased by the current vendor at an auction in October 2014. The odometer total of circa 1,800 miles is believed to be the distance travelled since the restoration. Offered with current MoT certificate and a V5C document, this classic Chevrolet pickup truck would be an ideal support vehicle for the historic racing enthusiast, and is certain to arouse interest in any paddock.

£20,000 - 25,000

€24,000 - 30,000

1995 BENTLEY CONTINENTAL R COUPÉ

Registration no. N487 JDM

Chassis no. SCBZB15CXTCH53036

- Landmark modern Bentley
- Four owners from new
- Extensive service history
- Circa 77,000 miles from new



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 6 seconds and boosting top speed to in excess of 150mph.

Resident in the Cheshire area, the (unknown) first owner of this example kept the car until 1997, by which time it had covered some 30,000 miles. The second owner, London-based Tempo Music, kept the Bentley until 1999 (at 44,000 miles) when it passed to Dr Ian Entwistle and his son, based in the Wirral. By the time the Entwistles sold the car to the present owner, an R-REC member, in 2011 the mileage total had risen to 67,000. The current odometer reading is circa 77,000 miles.

There are servicing and maintenance bills for the last three owners. These include Hanwells, London (£4,500); Balmoral and Flying Spur (£8,500); and Harwoods, Taylors, and Castle Works (£21,500). Sold to fund the restoration of a 1935 Rolls-Royce 20/25, this elegant modern Bentley is offered with the aforementioned service history, current MoT and a V5C registration Certificate.

£30,000 - 35,000

€35,000 - 41,000

2004 MERCEDES-BENZ SLR MCLAREN COUPÉ

Registration no. LW04 XNX

Chassis no. WDD1993761M000036

- *The seventh example completed*
- *Delivered new to Spain*
- *Left-hand drive*
- *Two owners*
- *Fully serviced in February 2017*



Manufactured between 2003 and 2010, their new supercar allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300 SLR predecessor of 1955, it incorporated technological developments that were ahead of their time. Yet the term 'supercar' does not do full justice to the SLR, which, its peerless performance notwithstanding, is a luxurious and finely engineered Gran Turismo in the best traditions of Mercedes-Benz.

The heart of any car is its engine, and that of the SLR McLaren is truly outstanding. Produced at Mercedes-Benz's AMG performance division, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines ever found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs. As Car & Driver magazine observed: 'This lends mind-boggling elasticity to the SLR, with passing performance that has to be felt to be appreciated.'

In the interests of maximum fuel efficiency, the screw-type compressor is controlled by the engine management system and only activated when the driver floors the accelerator. Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class; taking just 3.8 seconds to sprint from 0 to 100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph). The two-seater has a top speed of 334km/h (207 mph).

A front-engined layout was chosen in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system enabling it to be mounted lower in the chassis. The five-speed automatic transmission was specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.



Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's then all-new facility in Woking, England. Clearly showing its Formula 1 parentage, the suspension is by means of double wishbones all round.

The power-assisted rack-and-pinion steering is speed sensitive, while the SLR's Sensotronic Brake Control (SBC) and Electronic Stability Program (ESP) enable its sporting nature to shine through while maintaining the usual safety standards. The pioneering use of composite technology has also been extended to the brake discs, which are manufactured from a fibre-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year priced at \$455,000, although choosing from the lengthy list of options could add considerably to the total. The following were specified for this car: 'Silver Arrow 300 SL' red leather trim; garage door opener; Command Single DVD and navigation; folding rear-view mirrors; fire extinguisher; Midline sound system; interior monitoring system; and 19" Turbine wheels.

The seventh example to leave the production line, this SLR was originally delivered to Spain and is currently in the hands of only its second owner, who acquired the car in October 2010 when it was first registered in the UK. Presented in generally excellent condition, the car has covered a mere 8,600 kilometres from new and was last fully serviced in February 2017 at Mercedes-Benz, Weybridge (see bill for £20,000-plus on file). A rare opportunity to acquire one of these exclusive, limited edition supercars at a fraction of its cost when delivered.

£130,000 - 160,000
€150,000 - 190,000

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**1962 JAGUAR E-TYPE 'SERIES 1'
3.8-LITRE COUPÉ**

Registration no. JSO 580
Chassis no. 860 348

- *Original right-hand drive, UK-supplied car*
- *Un-restored and unmolested*
- *Dry stored for the last 17 years*
- *Requires re-commissioning*





Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and 150mph top speed. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This 'Series 1' E-Type coupé is an original right-hand drive UK-supplied car that retains matching chassis, engine, and registration numbers. An un-restored example which has been part of an East Sussex private collection since 2000 and has been garage stored, unused since acquisition. Gentle re-commissioning will be required before it returns to the road. Offered with a V5 registration document, 'JSO 580' represents an increasingly rare opportunity to acquire an un-restored and unmolested Series 1 E-Type coupé.

£70,000 - 90,000
€82,000 - 110,000

1934 ASTON MARTIN 12/50HP '2ND SERIES' LONG-CHASSIS STANDARD TOURER

Registration no. UG 8090

Chassis no. G3/297/L

- Rare long-wheelbase Standard model
- Re-bodied from saloon to tourer
- An older restoration
- Used extensively during long-term ownership



Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the years immediately following The Great War. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. These new Astons were available on long and short chassis, the former being reserved for saloons and tourers and the latter for the sports models.

The early 1930s was a period of economic recession, and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the chassis using proprietary components to reduce cost.

A Laycock gearbox was adopted, mounted in unit with the engine, and the worm drive rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications, including a counter-balanced crankshaft, resulting in what was virtually a new car, although it carried the same coachwork. The original line-up of what would become known as the '2nd Series' did not last long, disappearing from the range in 1934, by which time the chassis numbers were being suffixed 'S' or 'L' depending on wheelbase length (8' 7" and 10' respectively).

The car offered here is one of the relatively small number built on the long-wheelbase Standard chassis, the bulk of Aston Martin production at the time being of the short-chassis New International and Le Mans models. 'G3/297/L' was originally bodied as a saloon and was finished in black over maroon with black leather upholstery. The accompanying chassis card, dated 1st February 1934, records the first owner as one E C Peacock Esq of Castleford. Two further owners are listed, the most recent being W G Paddon (1946), while the AMOC Register records the car as participating in the 1938 International Scottish Rally driven by its then owner, Christopher Angell. Angell modified the car with AM 'helmet' front wings and twin outside exhaust pipes, and also had it repainted white.



An old-style continuation logbook on file lists one Roy French as owner in 1968, followed by Richard Loveys, from 1971. By this time the Aston had been re-bodied as a tourer, as evidenced by reference to a 1967 advertisement in accompanying correspondence. Some restoration work had been done by Roy French, including new green trim and carpets; nevertheless, it was decided to strip the car down to the chassis and start the rebuild from there. It was discovered later that the engine required major work, there was no wiring at all, and that the body needed extensive repairs. Various specialists, principally Morntane Engineering, carried out the works, which were completed in August 1979 and are meticulously detailed. The Aston was now painted white with green interior, the latter being re-trimmed later in tan leather.

Richard and Sandra Loveys used the car extensively over the next 35 years, as evidenced by its lengthy entry in the AMOC Register. As well as AMOC events, the Aston took part in the two-day Norwich Union Classic Run on numerous occasions, and in 2005 formed part of the St George's Day parade at Windsor in front of HM The Queen. The Loveys' last entry is for the year 2013 when the car attended no fewer than seven events. Covering a 30-year period, minutely detailed records of the restoration process and numerous journeys may be found in the history file.

This Aston Martin is in beautiful condition having been recently painted in Midnight Blue and trimmed in Burgundy with new Royal Blue carpets. Much work has been done in recent years including refurbishment of the radiator to cure overheating problems, and the car has also been converted to run on Evans Waterless Coolant. The car has an excellent black mohair hood, a full tonneau cover and a complete set of side screens, plus freshly refurbished wire wheels.

This Aston Martin tourer is a full four-seater with roomy accommodation, particularly in the rear. With the hood stowed the car is a most attractive open tourer, while with the hood and full side screens in place the occupants are well protected from the weather. The engine starts readily and runs beautifully. The steering is light and precise, with the car being very delicate to drive. The throttle is in the centre, while the gearchange is a reverse 'H' pattern and easy to use.

One of the most extensive restoration and ownership diaries we have ever seen, the history file contains the aforementioned documentation together with a V5C registration document, a quantity of expired MoT certificates, and bills from Morntane Engineering and Ecurie Bertelli, the latter for maintenance work up to the mid 1990s. A quantity of spares to include a sump, instruments, magnetos (x2), switches, fuel pump, and an instruction manual is included in the sale. This is a rare car well suited to a collection or for touring use.

£120,000 - 150,000
£140,000 - 180,000

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2006 FORD GT COUPÉ

Registration no. KP06 BFR

Chassis no. 1FAFP90SX5Y401372

- *Iconic reworking of an historic racing GT*
- *Left-hand drive*
- *Imported from Germany*
- *Approximately 5,000 miles from new*
- *Recently serviced by GT101*





'The GT40 Concept casts a familiar, sleek silhouette of its predecessor, yet every dimension, every curve and line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960s-era race-cars. But its sweeping cowl, subtle accent lines and fibre-optic headlamps strike a distinctly contemporary pose. Its new lines draw upon and refine the best features of GT40 history and express the car's original identity.' – Ford Motor Company, 2005.

Based on Eric Broadley's Lola GT, the original Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966. The GT40 project had commenced three years previously, following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough, England. The GT40 first ran competitively in 1964 but failed at Le Mans that year and again in 1965. That first sweet Le Mans victory would fall to the 7.0-litre MkII, with victory the following year going to a US-built MkIV 'J' car. (The GT40 MkIII was the British-built road-going version).

A decade later and the GT40's status as an all-time great classic sports car had been firmly established, leading to an increased demand for unmolested originals and the start of a replica-building industry. Perhaps the only surprise concerning the emergence of a reconstituted 'official' version is that it took Ford the best part of 40 years to get around to it.

The 'new generation' GT was developed by Ford's Special Vehicle Team Engineering department under the direction of John Coletti and Fred Goodnow. The composite body panels were unstressed, as on the original, but instead of the monocoque chassis construction used in the 1960s, SVT Engineering developed an all-new aluminium spaceframe combining extruded sections and panels. Doubling as fuel reservoirs, a pair of massive sills contributed much to the original's chassis stiffness, whereas the new GT relied on a centre-tunnel 'backbone' that greatly improved ease of entry and exit. The suspension design was an advance on the original's, consisting of unequal-length control arms and a pushrod/bell-crank system acting on horizontally mounted coil spring/damper units. Braking was handled by six-piston, Alcon callipers with cross-drilled and ventilated discs all round.



In defeating Ferrari's more highly stressed V12s, Ford proved that the traditional American V8 possessed all that was necessary to compete at the cutting edge of international endurance racing. A far cry from the simple pushrod units of the 1960s, today's supercharged MOD 5.4-litre V8 produces 550bhp at 5,250rpm and 500lb/ft of torque at 3,250 revs; figures on a par with those of the 7.0-litre engine that won at Le Mans in 1966 and 1967. The all-synchromesh six-speed transaxle used ZF internals and was sourced from RBT Transmissions, whose founder Roy Butfoy had been a member of Ford's racing team at Le Mans.

The interior featured leather-upholstered, Recaro bucket seats with aluminium ventilation grommets embedded into the panels. The instrument layout follows the original's, comprising analogue gauges and a large tachometer complemented by modern versions of the traditional toggle switches.

Back in 1966, the Ford GT40 endurance racer became the first car to exceed 200mph along the Mulsanne straight at Le Mans. Matching that would be some achievement for the production road car, even allowing for nearly 40 years of technological progress. Tested for Motor Trend magazine by Indycar racing legend Bryan Herta, the new Ford GT duly topped 200mph at Ford's Kingman test facility in Arizona, emphatically demonstrating that it was indeed worthy of that famous name.

A total of 4,038 cars had been completed when production ceased at the end of 2006, over three quarters of which were delivered in the USA.

This left-hand drive Ford GT has the rarest colour scheme of both years' production: yellow with black stripes. Only 86 such cars were built in 2005 (a mere 4% of production that year) while even fewer (3%) were completed the following year. Black BBS wheels further enhance this striking colour combination on the car offered here, while the red (vinyl) pinstripe echoes the colours used in period on Ford GT40 chassis 'P1027'.

Imported into the UK from Germany in 2014, the GT was professionally inspected in Germany prior to purchase and judged to be in excellent condition (see copy report on file). After purchase the new owner drove the car back to the UK and registered it here. It has remained in his hands ever since. All tyres were renewed in 2014, since when the car has covered fewer than 1,000 miles. Recently serviced by marque specialists GT101, this rare and beautiful Ford GT has covered fewer than 5,000 miles from new and is presented in virtually 'as new' condition. It comes with current MoT and a V5C registration document, and is ready to use.

£250,000 - 300,000

€300,000 - 360,000



1962 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by James Young

Registration no. FSV 701

Chassis no. BC105AR

- One of only 41 S2 Continentals by James Young
- First owned by Edmundo Ros, OBE
- Repainted and re-trimmed in 2008/2009
- Extensive history file



'In the twilight of their coachbuilding years, James Young had with these cars reached the pinnacle of excellence.' - Martin Bennett, *Rolls-Royce and Bentley*.

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. With the arrival of the V8-engined version in 1959, this consummate ability was further enhanced. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements.

Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardised.

Despite the popularity of the 'standard steel' bodywork, introduced when production of Rolls-Royce and Bentley cars resumed after WW2, a steadily declining number of independent coachbuilders continued to offer alternatives. Arguably the most stylish were those produced to clothe the Bentley Continental which, of course, was only ever available with bespoke coachwork.

One of the most prominent of these surviving firms was James Young, a company that had established itself among the foremost coachbuilders for upmarket chassis by the end of the 1930s. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by the Jack Barclay Group in 1937. Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s.



A lack of suitable chassis would force the firm's closure before the 'Sixties decade ended, but in its declining years James Young produced what are widely recognised as its finest creations, this beautiful Bentley Continental among them.

In total, James Young bodied 41 S2 Continental chassis, completing this four-door, six-light car to the order of Edmundo Ros, the famous Latin American bandleader, who was one of the biggest stars of the UK music scene during the 1940s, '50s, and '60s. Ros owned the Coconut Grove club in London's Regent Street, where the band played regularly, attracting the cream of British high society, including members of the Royal Family.

Copy chassis cards on file show that the Continental was retailed via Jack Barclay Ltd and registered to Ros at his home, Edritt House in Mill Hill, London NW7. The original registration was 'EWR 1'. Three subsequent owners are listed on the card, the last of whom, one J Haggis of Gargrave, North Yorkshire, acquired the Bentley in September 1966. The history file also contains bills from Jack Barclay and Bentley Motors relating to servicing carried out in the 1960s, together with a quantity of expired MOTs.

More recently, the Continental has benefited from a bare metal re-spray by Clays Vehicle Repairs, Blakelands, undertaken in 2008 at a cost of £18,500, which was followed by an interior re-trim by Philip Block Upholstery in 2009 (£1,750). Hillier Hill serviced the car that same year (£2,126) while in September 2015 the carpets were renewed by Sean Ingram Carpets (£964).

In August 2016 the Continental received a service by Bentley specialists PLG Auto Services (£2,866), which included fitting a new fuel tank and brake pipes, and some rewiring. New over-riders from Flying Spares were fitted that same month, and in October 2016 a new rear window was made and installed. Bills relating to all the aforementioned works are on file together with photographs of the body repaint and interior re-trim. The last word in Gran Turismo motoring in its day, this gorgeous James Young-bodied Bentley Continental is offered with a V5 registration document.

£120,000 - 150,000
€140,000 - 180,000

1964 BENTLEY S3 CONTINENTAL DROPHEAD COUPÉ

Coachwork by Park Ward Ltd

Registration no. 684 EMW

Chassis no. BC96XC

- *Delivered new in the UK*
- *Built to 'King of Denmark' specification*
- *Well documented*
- *Circa 63,000 miles from new*



Bentley's magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final (S-Type) generation of six-cylinder cars in 1955, the Continental lost a little of its individuality but none of its exclusivity, and this trend continued after the arrival of the V8-engined S2 in 1959. Although the S2 appeared externally unchanged, its performance was considerably enhanced by the new 6,230cc V8 engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic being the sole offering.

The Bentley Continental was, of course, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward and James Young all offered bodies on the Continental S2 chassis. By far the most striking of these S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the S3 Continental. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continentals were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet. Headlamps aside, the most significant change was to the S3's engine, which boasted an increased compression ratio and larger carburettors, modifications that raised peak power by some 7%.



This Continental drophead coupé was supplied new to Dr F Campbell Golding of Highgate, North London by Weybridge Automobiles in early 1964. Originally registered '7 HYH', it was ordered in Steel Blue with matching interior and convertible top, and was specified with many special features including a power-operated hood, hood cover, electric windows, Irvin seatbelts, luggage straps, and a manually operated aerial. In addition, this car was originally completed to 'King of Denmark' specification. When Dr Campbell Golding visited the Park Ward factory for finalisation of the specification, he saw the King's Continental DHC being prepared, and decided his would have the same the split-bench front seats (lowered by 1") and folding down rear seats forming a flat deck, estate car style. Air conditioning and a CD player have been fitted subsequently.

This car also has the so-called 'Continental Kit' intended to cater for all eventualities that might be encountered when long-distance touring. These include spare lighting bulbs, assorted electrical and ignition parts, hydraulic/braking system spares, fuel system spares, engine oil filter, sundry gaskets and 'O' rings, power assisted steering spares, and miscellaneous engine spares.

The car was used regularly by Dr Campbell during his eight years of ownership, during which time it was maintained by Rolls-Royce Motors. When he sold the car the mileage total was 46,000.

The purchaser was Dr Campbell's partner in the practice, Dr Pattinson, a fellow Bentley owner, who bought it via a dealer for financial reasons. Maintenance continued to be undertaken by Rolls-Royce Motors and recognised specialists.

Offered for sale at P J Fischer in 1997 (inspection report on file) the Bentley was purchased from them by Mr John Simpson of Virginia Water, Surrey. The current vendor purchased the car for his wife in 2000 (at 63,000 miles). During the early 2000s the Continental was maintained and restored by Enfield Auto Electrical Ltd (William Medcalf) - recognised Bentley Specialists - at a cost of £45,000.

Renovation included fitting a new mohair hood by S C Gordon, together with air conditioning, new carpets, refurbished interior trim, and re-chromed brightwork, the result being quite lovely. Servicing and annual MoTs were subsequently entrusted to Bentley Berkshire (Pangbourne). Only 100 miles have been covered in the last in seven years, and the odometer reading of circa 66,000 miles represents the genuine mileage from new.

The substantial history files contain service records from new, instruction books, numerous recent MoTs and tax discs, copies of previous history/MoTs, copy build sheet, a V5 registration document, and MoT to February 2018.

£190,000 - 220,000
€220,000 - 260,000

2007 ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ

Registration no. GN07 XJT

Chassis no. SCA2D68048UH07024

- *The height of automotive luxury*
- *The most expensive Rolls-Royce of its day*
- *Three owners*
- *8,376 miles from new*
- *Last serviced 18 months ago*



Vickers' controversial sale of its Rolls-Royce and Bentley brands in 1997, although acrimonious at the time, allowed the two marques to reaffirm their traditional roles in separate ownership: Rolls-Royce continuing to provide the ultimate in luxurious motoring for the plutocracy under BMW's stewardship, with Volkswagen-owned Bentley catering for the wealthy owner-driver with sporting inclinations. Concluded in 1998, the deal left VW in control of the Crewe factory and it was not until January 2003 that Rolls-Royce would be officially re-established at its new home close to Goodwood in Sussex.

An historic model in the continuing history of the Rolls-Royce marque, the Phantom was the first all-new design to be introduced by the company following its takeover by BMW. To the relief of traditionalists it looked nothing like a BMW, despite the underlying technology. Produced at a new factory near Goodwood in Sussex, the Phantom revived a great name from Rolls-Royce's past that had always been synonymous with unrestrained luxury. In keeping with the tradition established by previous Phantoms, the newcomer was a very large motor car, outstretching the old Silver Seraph (the last Crewe-built Rolls-Royce) by 18" while boasting a radiator shell 4" taller. Priced at around £260,000 at time of launch, it was also 40% more expensive.



At 140.5", the new car's wheelbase was only fractionally shorter than that of the superseded Phantom VI that had ceased production in the 1990s; gone however, was the old pushrod V8 engine, its place being taken by an all-new 48-valve V12 of 6.7 litres capacity. Despite being normally aspirated, the latter produced 460bhp, comfortably exceeding the old engine's maximum when turbo-charged, albeit at a high (by Rolls-Royce standards) 5,300 revolutions. This abundance of power was transmitted to the rear axle via a six-speed automatic gearbox, while air-sprung suspension and automatic level control ensured that ride quality remained uncompromised. A top speed of 149mph put the 2½-ton Phantom within sight of the supercar league, though models destined for North America were electronically limited to 130mph.

Rolls-Royce's relatively small size and resulting lack of development funding had meant that evolution rather than revolution had characterised the progression of its cars; under BMW's stewardship however, the company was able to start afresh, embracing the best of modern technology. Thus the Phantom's bodyshell was a state-of-the-art aluminium space frame structure, stiffer yet lighter than the equivalent steel body, whose rear-hinged rear doors revived a practice from bygone days. This arrangement not only provided easy access for rear-seat passengers but also enabled photographs of the occupants to be taken unobstructed by the open doors, a positive advantage for a 'media savvy' clientele.

While the body structure represented the ultimate in automotive technology, its accoutrements remained entirely traditional in choice of materials, consisting of the finest hide trim, genuine woollen carpets and carefully selected wood veneers. Certain dashboard features recalled those of earlier models, while there was a choice of five-seater ('Lounge') or four-seater ('Theatre') accommodation.

In January 2007 at the North American International Auto Show in Detroit, Rolls-Royce introduced a convertible version: the Phantom Drophead Coupé. With a price tag of over \$500,000, it was the company's most expensive model. The Drophead had clearly been influenced by the 100EX concept car of 2004, featuring rear-hinged doors and a front-end treatment similar to that of its experimental predecessor, plus a particularly striking interior boasting extensive yacht-inspired wood veneering.

Supplied new in the UK, this Phantom Drophead Coupé was delivered with the following factory-fitted options: 21" aluminium wheels, teak decking, DAB tuner, metal steering wheel spokes, universal remote control, brushed steel package, and a front/rear camera system. This magnificent car has had three owners, the current lady vendor being the wife of the second owner. Serviced 18 months ago, the Phantom has covered only 8,376 miles from new and, as one would expect, is presented in generally excellent condition.

£120,000 - 160,000
€140,000 - 190,000

61

**1962 JAGUAR E-TYPE 3.8-LITRE
'FLAT FLOOR' ROADSTER**

Registration no. 109 UXD
Chassis no. 850339

- Rare early right-hand drive roadster
- Present ownership since 2012
- Fully restored by XJ Restorations
- Zero miles since completion in January 2017
- Still under warranty





Introduced in 3.8-litre form in 1961, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150.

An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

One of some 400 right-hand drive 'flat floor' roadsters made, of which around 170 are estimated still to exist, this example was manufactured on 10th January 1962. Retailled via Henlys, it was sold new to one A N Jones of Worcester. The accompanying Jaguar Daimler Heritage Certificate records the original colour scheme as cream with red interior trim and black soft-top.

Purchased by the current vendor in 2012, the E-Type was believed to be a good example but was subsequently found to require a complete last nut and bolt restoration. The works were duly carried out by marque specialists XJ Restorations of Eastbourne, whose invoices and photographic record of the rebuild are on file. Completed and MoT'd in January 2017, the car has not been driven and will require careful running in before being used to the full. Accompanying documentation consists of an old-style logbook, the original Operating, Maintenance and Service Handbook, old Swiss title circa 1988, some expired MoTs, V5C Registration Certificate and the aforementioned restoration records.

£160,000 - 200,000
€190,000 - 230,000

1959 LOTUS SEVEN TWIN-CAM SPORTS

Registration no. OSV 166

Chassis no. LVL0399CV1272 (see text)

- *Holbay-built Twin-Cam engine*
- *Extensively upgraded*
- *194 miles since completion*
- *Only sold because of the owner's ill health*



Continuing the concept of a basic road/competition car for the enthusiast established successfully by the MkVI, Lotus's most enduring model - the Seven - arrived in 1957 and, much developed and modified, continues in production today courtesy of Caterham Cars, which acquired the rights to the design in 1973. The S1 established the basic pattern - tubular spaceframe chassis, uncomplicated open bodywork, wishbone ifs, live rear axle - that would characterise all four Series.

A variety of engines was available right from the start, the 'stock' unit being Ford's 1,172cc sidevalve. BMC A-Series and Ford 105E OHV units came later, and when fitted with the 1,098cc Coventry Climax engine the model was known as the Super Seven. Introduced in 1960, the S2 incorporated a simplified spaceframe and in Super Seven form came with a Cosworth-tuned Ford 1,340cc engine initially, then with either 1.5 or 1.6-litre units from the same manufacturer. A strengthened chassis with stressed front bulkhead distinguished the S3 version, which would be the one taken up later by Caterham. Agile, responsive and capable of out-accelerating and out-handling many a larger-engined rival, the Seven remains an exciting driver's car for the discerning enthusiast.

Rebuilt to broadly S2 specification, 'OSV 166' benefits from considerable works carried out by the vendor, a retired engineer, since he acquired the car in May 2013. It should be noted that the chassis number was issued by the licensing authorities when the car (previously registered overseas) was registered in the UK in April 1984.

This particular Seven is powered by a (Holbay-built) Lotus Twin Cam engine, as fitted to the ultimate S3 Twin Cam SS model. Freshly rebuilt, the engine incorporates a big-valve race cylinder head, rally camshafts (suitable for road or race), Omega pistons, a steel flywheel, and dry-sump lubrication. Induction is via twin 48mm Dell'Orto carburettors, and the engine is also equipped with Lumenition electronic ignition, an oil cooler, and an electric cooling fan.

Power is transmitted via a twin-plate paddle clutch to the fresh Quaife close-ratio straight-cut gear cluster, and thence to the Ford rear axle, the latter located by means of a Panhard Rod and radius arms. Other noteworthy features include an alloy bell housing, adjustable competition suspension, foam-filled alloy fuel tank, competition battery in rear, and an external master switch. Only 194 miles have been covered since the restoration's completion in 2014, and the car remains in commensurately excellent condition. Accompanying documentation consists of sundry restoration invoices, SORN, and a V5C document.

£22,000 - 26,000

€26,000 - 31,000

1986 PORSCHE 911 CARRERA 3.2-LITRE CABRIOLET

Registration no. C749 LOG

Chassis no. WP0ZZZ91ZGS150753

- Rare and desirable soft-top Carrera
- Last of the 'old school' 911s
- Highly original
- Circa 60,000 miles from new
- Major service in June 2016



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. Porsche's first take on a 911 convertible had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar, while its speedily raised/lowered top (electrically powered from 1985) featured a detachable, zip-fastened rear window.

The popular Cabriolet continued when the evocative 'Carrera' name, hitherto reserved for limited-edition competition-orientated Porsches, was applied to all 911 models in 1984 in a bid to enhance the car's image. This new departure coincided with the introduction of the 3.2-litre engine; not merely enlarged, this new power unit was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor.

The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds, while helping to keep the car stable at these speeds was a deep front spoiler and new rear wing. The Carrera 3.2 is historically significant as the last 911 to feature Fuchs alloy wheels, that much-loved trademark first seen on the 911 S of 1966.

Sold new in the UK, this right-hand drive Carrera Cabriolet exemplifies the original 911 concept in its final, 3.2-litre form, the subsequent Carrera 2/Carrera 4 models being almost entirely new. Described by the vendor as in 'A1' condition throughout, this highly original example currently displays a warranted total of circa 60,000 miles on the odometer, which is backed up by the stamped service booklet and MoT certificates on file dating back to 1990. Although not recorded in the service booklet, the most recent major service was carried out in June 2016 by Octane Garage in Crowborough. The bill for that service is on file, and the car also comes with its driver's manual, sundry other invoices, and a V5C registration document.

£38,000 - 44,000

€45,000 - 52,000

64

The ex-Jolly Club

1987 FORD SIERRA RS COSWORTH GROUP A COMPETITION SALOON

Registration no. not UK registered
Chassis no. A0288

- *European Touring Car Championship contestant 1987/1988*
- *Extensive in-period race history*
- *Outstandingly original*
- *Oppliger Motorsport engine*
- *Eligible for HSCC and Peter Auto race series*



The sight of rival manufacturers reaping the rewards of a successful circuit racing programme prompted Ford to renew its alliance with engine builder Cosworth to create the eponymous Sierra, assembly of the minimum 5,000 units required for Group A homologation commencing in June 1986 at the company's Genk plant in Belgium.

Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. 6,021 examples had been completed when production ceased in 1986, and today the model is much sought after.

Intended for circuit racing, the RS500 competition version was built by Aston Martin Tickford, with homologation completed in August 1987 after the 500 units required had been finished. Most of the changes from the road version were found in the engine, which featured a thicker walled cylinder block; a larger Garrett T04 turbocharger; a larger intercooler; and an additional set of fuel injectors using the second fuel rail (unused in the production version). In addition, the fuel delivery, induction, and lubrication/cooling systems were up-rated, while aerodynamic alterations were made to the front and rear bodywork in the interests of increased downforce.

This RS500 was built in early 1987 for the well-known Italian Jolly Club racing team to compete in that year's European Touring Car Championship (ETCC) after three bodyshells and various other parts had been purchased from Ford Motorsport. Built to factory specification, the RS500 was run by the Jolly Club, which was famous for competing, mainly in the World Rally Championship, with cars such as the Lancia Integrale WRC and Lancia 037. Founded in Milan in 1957, the Jolly Club raced factory Alfa Romeos before beginning its long association with Lancia and FIAT. Jolly Club also competed in Formula 1, F2, F3 and Formula Junior, and in endurance racing.



At the Spa 24-hour race, 1988 © Daniel Delien

This car incorporates everything one would expect of a racing RS500 Cosworth, including all the original Group A parts. It comes with its original FIA logbook and records of the races competed in, which included ETCC rounds at Donington, Estoril, Anderstorp, Zolder, Zeltweg, Imola, Monza, Dijon, and Vallelunga. The car also took part in the Jarama 4 Hours, Nürburgring Grand Prix, Spa Francorchamps 24 Hours, Silverstone Tourist Trophy, and Grand Prix Nogaro, plus the World Touring Car Championship race at Brno in August 1987. Its last race was at the Grand Prix Nogaro in September 1988. Perfectly preserved in original condition, the car was put in a heated workshop after its last race in 1988, and was bought from that workshop in 2012 by the current vendor.

This car has been fully restored, the work consisting of full rebuilds of the engine (by Cosworth specialists Oppliger Motorsport) and gearbox, together with a new turbocharger, new brakes, and a rebuilt differential, while the bodywork has been restored to original condition making the car race ready. It is worth noting that the engine is one of the rare units with a small core plug. More recent works have included fitting new wheels and tyres, a fire extinguishing system (cost £5,000), and new under-bonnet wiring.

This RS500 is eligible for the HSCC's immensely popular Super TCC race series, as well as the Peter Auto series in Europe, enabling the fortunate next owner to race this exciting car competitively all season long.

£95,000 - 115,000
€110,000 - 140,000

1987 Race Starts	1988 Race Starts
5-4-87 ETCC Donington Park 500km	27-3-88 ETCC Monza 500km
26-4-87 ETCC Estoril 500km	17-4-88 ETCC Donington 500km
24-4-87 Andersthorpe 500km	8-5-88 ETCC Estoril 500km
7-6-87 ETCC Zolder	15-5-88 Jarama 4 hours
14-6-87 ETCC Zeltweg	29-5-88 ETCC Dijon 500km
16-8-87 ETCC Imola	5-6-88 ETCC Vallelunga 500km
16-8-87 WTCC Grand Prix Bruno	10-7-88 Grand Prix Nurburgring
	31-7-88 Lotto Spa 24 Hours
	4-9-88 Fina Tourist Trophy Silverstone
	11-9-88 Grand Prix Nogaro

1975 LAMBORGHINI URRACO P250S COUPÉCoachwork by *Carrozzeria Bertone*

Registration no. VLD 501M

Chassis no. 15858

- One of an estimated ten right-hand drive models
- Circa 37,000 miles recorded
- Extensive recent refurbishment
- Colin Clarke replacement engine



'What this small Lamborghini can do, apart from provide reliable transport, is seduce the slightly disillusioned driver of a more mundane motor car into taking it out purely for the pleasure, and bring him back with a quickened pulse and a new sparkle in his eye.' – *Autocar*.

A 'small' Lamborghini intended to compete with rivals such as Ferrari's Dino 308 and Porsche's 911 in an important market sector, the Paolo Stanzani designed Urraco was announced in 1970, with deliveries commencing in 1972. Its Miura predecessor had been named after a breed of fighting bull so the name Urraco (young bull) was an understandable appellation for its smaller sibling. The Miura's basic mechanical layout was adopted for the Urraco but in place of the former's transversely mounted 4.0-litre V12 there was a 2.5-litre V8, Lamborghini's first such engine. The latter was unusual at the time in employing toothed rubber belts to drive its single overhead camshafts, but despite its simpler specification produced a highly respectable 220bhp at 7,500rpm. Styled by Marcello Gandini at Carrozzeria Bertone, the unitary construction Urraco employed McPherson strut suspension all round and despite a wheelbase 9cm shorter than the Miura's was roomy enough to accommodate a 2+2 cockpit.



Brisk acceleration and a top speed of 143mph (230km/h) were complemented by leech-like roadholding and a comfortable ride. The more expensive P250S version came with electric windows, tinted glass, and leather upholstery as standard.

In 1974 the Urraco P250 was superseded by the 3.0-litre P300. Despite its basic soundness, superior performance, and numerous improvements, this latest version of the Urraco still failed to sell in significant numbers and when production ceased in 1978 only 205 P300s had been made compared with 520 of the more successful P250. Never the volume seller that its maker hoped for, the Urraco is much rarer than either the contemporary Ferrari Dino or Porsche 911. A car for the connoisseur.

One of an estimated ten right-hand drive models made, this beautiful Lamborghini Urraco P250S features chromed bumpers and Campagnolo alloy wheels. Over the last 18 months this car has been extensively overhauled. Works carried out include engine removal and full service (cam belt, etc); renewing the clutch; full carburettor rebuild; braking system overhaul; and fitting a new distributor, front struts, ball joints, and much more besides (all bills available).

This is the vendor's second Urraco and the fourth he has driven. He says that this seems the fastest of the four (its engine is a replacement Colin Clarke unit) and has the nicest brakes and best steering/front suspension damping. Many Urracos seem to suffer from front suspension damping issues; this car has remanufactured replacement top mounts (originals unobtainable) and comes with a spare set.

The bodywork and paint are said to be very good but not perfect, and the interior in good but used condition. The vendor focused on making this Urraco a 'turnkey' car and an reliable driver, as it is used like all his cars. All the electrics work - so are better than new! Described as in generally excellent condition, the car is MoT'd to June 2017 and comes with a V5C document. It is classed as an historic vehicle, so qualifies for zero-rate road tax. Italian style and engineering at its best, this rare and distinctive Gran Turismo coupé is offered with spare keys, handbook, workshop manual, and an interesting history file.

£60,000 - 80,000
€71,000 - 95,000

66 N

C.1944 NSU KETTENKRAD

Chassis no. 116381/474

- Rare German WW2 military vehicle
- Restored to original specification 2011-2015
- Bills and photographs on file
- Unregistered



The Kettenrad was typical of vehicles designed and manufactured for the German Wehrmacht during WW2: innovative, well made, and generally superior to equipment used by their enemies. Designated 'SdKfz 2' by the German Army, the Kettenrad was an ingenious half motorcycle, half tracked vehicle, hence its name – 'ketten' meaning tracks, 'krad' meaning Krafttrad or motorcycle.

It was designed for German airborne forces as a light, multi-terrain, towing vehicle and was the only gun tractor small enough to fit inside the hold of the Junkers Ju 52 transport aircraft. Steering was accomplished by turning the handlebars; if little movement was used then the wheel alone would steer the vehicle; however, if the 'bars were turned further, the track brakes would be engaged (just like a tank) to turn more sharply. The handlebar had a twist-grip throttle, just like a motorcycle, but the transmission was car-type, incorporating a three-speed gearbox and foot operated clutch. There were high and low transmission ranges: 'Gelande' - off-road and 'Strasse' – street, for a total of six speeds. The engine was the super reliable 1,478cc inline water-cooled unit from the Opel Olympia car, also in use with the Wehrmacht.



The tracked system was very advanced, using roller bearings and padded tracks. This gave rise to an extraordinary top speed of 50mph on road surfaces, although the instruction manual advised a maximum of 44! In any event, it was the fastest tracked vehicle of WW2.

Kettenkrads were used in almost every theatre of the war and proved very reliable in all conditions from the arctic Russian winter to the heat of the Western desert. They were used to tow anti-tank guns as part of feared tank-busting teams; tow ammunition trailers to the front line; lay cables and ferry troops to difficult locations. Their excellent cross-country ability made them the last vehicles to bog down in the clinging Russian mud. Later in the war they were even used to tow Messerschmitt Me 262 jets up to the runways in an effort to save scarce aviation fuel.

In all, over 8,000 NSU Kettenkrads were produced (compared to over 600,000 Jeeps!). However, as German army equipment was virtually wiped out at the end of the war, very few have survived.

There is no recorded history for this example prior to its acquisition by the current vendor in 2011. The chassis has a stamped VIN of '116381', which dates it to September 1944; it is also stamped '474', which indicates post-war use by the German Forestry Commission.

The vehicle was purchased from a private source in Belgium as a restoration project. Over the intervening period, this Kettenkrad has been subject to a 'last nut and bolt' restoration to original specification, bringing it to the condition it is in today. The restoration involved a full rebuild of the 1939-dated Opel engine including re-metalling of the main bearings; a full transmission rebuild (gearbox, differential and final drive) with all new bearings; dismantling all the track links and fitting new bearings; and a full repaint and rewire. The vehicle retains its original 6-volt electrics and is complete, running, and in good condition, having seen only some 10 hours of use since the engine rebuild. There are some bills available for the engine rebuild, etc but the bill file is incomplete. The vehicle also comes with a CD of more than 250 photographs taken during the restoration.

£60,000 - 80,000
€70,000 - 94,000

1936 ALVIS 4.3-LITRE SA DROPHEAD COUPÉ

Coachwork by Offord & Sons

Registration no. BRM 958

Chassis no. 13178

- One of some 95 surviving 4.3-Litre models
- Believed the only survivor of some 16 Offord-bodied examples
- One of the fastest cars of its era
- Fully rebuilt both in the UK and abroad



'Offord's final standard designs were its drophead coupés on the larger Alvis chassis. Starting with the Speed 25 in 1936, it moved on to the new 4.3 model and bodied some 16 examples. The Alvis 4.3 drophead is probably the best-looking design the firm ever produced, and a fitting end to a long history.' – Nick Walker, *'A-Z of British Coachbuilders 1919-1960'*.

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3½-litre Speed 25 introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque; independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. 'In the scheme of things there are cars, good cars and super cars,' declared *Autocar* magazine. 'When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.'

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. A complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production. Some 95 survivors are known to the Alvis Owners Club.



A large powerful car, this Alvis 4.3-Litre wears handsome four-seat drophead coupé coachwork by Offord & Sons Ltd of London. Founded in the late 18th Century, Offord held Royal Warrants for coachbuilding and bodied its first automobile in 1895. Offord was also responsible for maintaining the carriages kept at the Royal Mews, a role the family-owned firm continued to fulfill after it ceased making car bodies in 1939.

Built in 1936 to sales order '12351', chassis number '13178' was despatched to Henlys, Manchester in January 1937, having been registered as 'BRM 958' in December '36. Apparently, the car was carefully laid up from the beginning of WW2 to the autumn of 1949. Records show that the Alvis was sold at auction at Beaulieu in 1971, and the car then resided in Canada until 2015.

During its life '13178' has been fully rebuilt both in the UK and abroad, and maintained to a high standard. Recent work includes fitting a new cylinder head with hardened valve seats supplied by marque specialists Red Triangle. We are advised that this 4.3 performs very well and is in beautiful condition throughout. An outstanding opportunity to purchase a very rare and highly desirable British thoroughbred.

£140,000 - 160,000

€160,000 - 190,000



The property of James May

1972 ROLLS-ROYCE CORNICHE COUPÉ

Coachwork by H J Mulliner, Park Ward Ltd.

Registration no. DBD 999K

Chassis no. CRH12347

- Iconic modern Grande Routière
- One of 780 'Series I' coupés made
- Present ownership since 2007
- Well maintained
- Comprehensive history file



'The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers.' - Rolls-Royce.

Rolls-Royce's adoption of unitary construction for its new Silver Shadow and T-Series Bentley necessitated the reorganisation of in-house coachbuilder H J Mulliner, Park Ward to enable it to produce new designs on the Shadow floor pan. Recalling the firm's glamorous Grandes Routières of pre-war days such as the Phantom II Continental, these final coachbuilt models were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodyshells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior. Construction involved shuttling the bodyshells between the Crewe factory and MPW's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible.

These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow.



Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match.

Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

First registered in March 1972, this early Corniche Coupé has belonged to motoring journalist and former *Top Gear* co-presenter James May since July 2007. Its purchase fulfilled a long-held ambition for James, whose infatuation with the model had begun back in 1988 when, driving through town, he signalled a silver-grey Corniche to join the queue of traffic in front of him. The lady driver gestured her thanks by waving a silk-gloved hand. James told the *Financial Times*: 'As perfect moments go, it could only be improved if she'd been smoking a Sobranie in a Bakelite and ivory cigarette holder. I've wanted a Corniche ever since.'

In a televised *Top Gear* shoot-out between James's Corniche and Jeremy Clarkson's Mercedes 600 Grosse, the Corniche proved, in James's words, 'Utterly superior in every way; technology, performance, style and acceptability, not least because the Grosse was favoured by tin-pot dictators. That would still seem to be the case.'

Sadly for James, he has discovered that he is 'slightly allergic' to something in the car's interior, hence the decision to sell.

'DBD 999K' comes with a most extensive history file from new, including all bills for servicing and repairs carried out during James's ownership. The file also contains a photographic record of restoration work carried out in the 1990s. We are advised that the car is in generally very good condition, with rot-free chassis, leak-free engine and gearbox, all electrics working, and a nicely patinated original interior. James has (in the past month) spent £2,000 on a full service, a brake disc skim, and a precautionary steering-box overhaul, in preparation for the sale. Presented in generally very good condition, this much-loved Corniche comes complete with owner's wallet containing the instruction manual and service booklet; tools, jack and battery charger (in boot); current MoT certificate; and a V5C Registration Certificate showing three former keepers.

£25,000 - 30,000
£29,000 - 35,000

69 N

The ex-Johnny Lundberger, Reine Wisell

**1964 MORRIS MINI COOPER 'S'
COMPETITION SALOON**

Registration no. to be advised
Chassis no. KA2S4-L/553414

- Built in period as a racing car by Broadspeed
- Raced in period in the Swedish Championship
- 1,293cc competition engine
- Recently rebuilt by an ex-Broadspeed engineer
- Zero miles since the rebuild





Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

To many though - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions. The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible, and was good for a genuine 100mph - an astonishing performance at the time.

Originally a 1,275cc model, this Cooper 'S' was converted to 971 'S' specification in 1966 by the famous specialist BMC tuning firm, Broadspeed for Swedish racer Johnny Lundberger, in order for the car to run in the Swedish championship, which restricted the class to 1,000cc.

When the car was restored in 1983/85 by Lundberger it was fitted with a 1,293cc competition engine built and tested by Richard Longman. since Broadspeed was no longer in business by this time. The Mini Cooper then competed in the 1990 FIA Historic Touring Group 2 Championship with the original driver, Johnny Lundberger, and former Swedish Formula 3 Champion and Formula 1 star, Reine Wisell. Good results were achieved, including 1st at the Nürburgring and other venues.

The engine and transmission have since been rebuilt after its long sabbatical by one of the original Broadspeed engineers, Mike Kenney. Therefore it was deemed appropriate to paint the power unit in the original blue colour, and it now sports an original and very rare blue Broadspeed badge. Displacing 1,293cc, the engine incorporates a steel crankshaft and con-rods; 12:1 competition pistons; '649' type camshaft; ported, big-valve cylinder head; and twin 1½" SU HS4 carburettors. A maximum output of 113bhp at 7,775rpm is claimed. Power reaches the wheels via a straight-cut close-ratio gearbox incorporating a competition CW/P and limited-slip differential. The suspension runs Formula 1 type Koni dampers and is to Broadspeed specification. The fuel system retains the original twin tanks. Zero miles have been covered since the rebuild, and the car will be fully checked by specialists prior to the auction.

£50,000 - 60,000
€59,000 - 70,000

2015 ALAN MANN RACING 'SHELBY COBRA DAYTONA' COUPÉ

Registration no. not registered
Chassis no. AMR/GT/1

- Faithful re-creation of the World Championship-winning Daytona Coupé
- Built by Alan Mann Racing
- Unique 50th anniversary model
- No engine or gearbox



Ironically, it was Enzo Ferrari's lobbying for a change in GT regulations that opened the door for a car that would prove good enough to beat his 250GTO - Carroll Shelby's Daytona Coupé. Dropping the more aerodynamically efficient GTO body onto the existing 250GT SWB chassis provided Ferrari with a relatively simple means of prolonging the latter's competitiveness; it never occurred to him that an American upstart would not only do the same, but go one better.

Designed by Peter Brock, the Cobra's new body turned out to be an aerodynamic masterpiece and on its first test in February 1964 the Coupé knocked 3.5 seconds off the roadster 289's Riverside lap record. Three weeks later at Daytona it led the GT field by five laps until sidelined by a pit-lane fire. The Coupé went on to win its class at Le Mans and looked certain to take the GT World Championship in its debut season, until the surprise cancellation of the final round at Monza in Italy conveniently handed the title to Ferrari.



Enzo Ferrari knew he could not rely on that degree of 'good fortune' again and announced that there would be no factory GT team in 1965. With Shelby heavily involved in Ford's Le Mans programme, privateer Alan Mann ran the Cobras in 1965 and duly swept the board in the GT World Championship, winning at Monza, the Nürburgring, Reims, and Enna. Fittingly, Alan Mann Racing secured the title at Reims on 4th July, providing Ford with the first World Championship for an American manufacturer.

Sadly, the arrival of the GT40 signalled the end of the road for the Cobra, as Shelby's contract with Ford stipulated that he should not compete against them. At the end of 1965 the six Daytona Coupés built were sold by Alan Mann for a few thousand dollars each, though a king's ransom would be necessary to acquire one today.

Built by Alan Mann Racing, the car offered here is a modern recreation of the legendary Cobra Daytona Coupé. Today, a 'continuation' version such as this is the car to race in the Pre-'66 GT races. They have proved to be the fastest cars in the Masters series and the Goodwood Members Meetings, and are available at considerably less than the cost of a top-specification lightweight Jaguar E-type.

Using their knowledge from winning with the original Daytona Coupés, Alan Mann Racing is proud to offer this unique car, which was built in 2015 to celebrate the 50th anniversary of their World Championship win. Boasting a dimensionally correct aluminium body and an accurate reproduction of the steel spaceframe chassis, this car is built to period-correct mechanical specification, which includes the suspension, brakes, fuel system, pedal box and fluid reservoirs, electrical system, radiator, lights, and instruments. This car is unique because of its Alan Mann Racing livery and the fact that it comes from the team that ran these cars in their glory days with such outstanding success.

Once completed with a suitable engine and gearbox, etc (estimated cost circa £100,000 including parts and labour) and following the successful application for an FIA Historic Technical Passport, this car should be eligible for Pre-'66 GT racing the world over, and is a most cost effective route to a competitive entry.

£160,000 - 200,000
€190,000 - 240,000

1994 MERCEDES-BENZ E 500 LIMITED SPORTS SALOON

Registration no. M649 PAG

Chassis no. WDB1240361C190951

- Limited edition, hand built modern classic
- Supplied new to Germany
- Rare colour combination
- Recent inspection by Mercedes Benz Brooklands



In 1984 Mercedes-Benz introduced a revised range of seven medium-sized 'E-Class' saloons, all sharing the new W124 body style. When introduced, this state-of-the-art example of automotive technology possessed one of the lowest drag coefficients of any passenger vehicle. Enhanced safety had been another priority, while within the passenger cabin there were numerous clever features contrived to minimise injuries in the event of an accident. Needless to say, build quality and reliability were both excellent.

Larger-engined versions were added as the range matured, before the W124's ultimate expression - the 500 E - arrived in 1991. First shown at the Paris Salon in 1990, the 500 E sports saloon had been developed with assistance from Porsche (it was hand built at Porsche's Zuffenhausen factory) and despite possessing all the luxury accoutrements associated with a range-topping Mercedes-Benz, contrived to be lighter than the 500 SL sports car. Powered by the latter's 5.0-litre, 32-valve, 326bhp V8, the 500 E delivered shattering performance, reaching 100km/h (62mph) in 6.1 seconds and topping out at around 260km/h (162mph). When the W124 range was face-lifted in 1993, model designations changed from suffix to prefix, the 500 E becoming the E 500.

The E 500 Limited was a special-edition version of the face-lifted model produced between 1994 and 1995. Usually supplied with every available option as standard, the Limited also came with a special two-tone interior featuring bird's-eye maple wood embellishment; 17" EVO-II alloy wheels; passenger and driver airbags; and 'Mercedes-Benz' stamped stainless steel door sills. It is much sought after by aficionados of Mercedes-Benz's classic high-performance models.

Believed to be one of only 200 finished in silver out of a total build of 500, this superb E 500 Limited was manufactured in November 1994 and delivered new in Germany. Subsequently exported to Japan (see Japanese service invoices on file), it was imported into the UK in 2015, since when it has been inspected and serviced by Mercedes-Benz Guildford. It was inspected for a second time, on this occasion by Steve Perret of Mercedes-Benz Brooklands, prior to purchase by the current vendor. It benefits from a new exhaust fitted by Auto Audio of Park Royal, who also fixed a fault with the electric seats. Presented in generally good condition, this rare and desirable car is offered with Mercedes-Benz dating letter, current MoT certificate, and a UK V5C registration document.

£35,000 - 40,000
€41,000 - 47,000

2004 PORSCHE 911 TYPE 996 GT2 COUPÉ

Registration no. to be advised

Chassis no. WP0ZZZ99Z4S695091

- Rare high-performance 911 variant
- UK supplied, right-hand drive
- Service history
- Circa 36,000 miles from new



Intended primarily for racing, though still road legal, the Porsche 911 GT2 can trace its ancestry all the way back through a succession of high-performance models to the legendary 911 Carrera RS of 1973. The car takes its name from the FIA's GT2 category of production sports car racing, for which it was homologated, and has been produced in a variety of versions since its introduction in 1993 on the Type 993 iteration of the perennial 911.

The GT2 was based on the contemporary 911 Turbo, using essentially the same twin-turbocharged engine. In the GT2 the 3.6-litre air-cooled flat-six engine produced around 414bhp initially, which was good enough for a top speed of 301km/h (187mph). To make the GT2 fit for track use the brakes, suspension, and wheels were up-rated to cope with the substantial increase in performance, while aerodynamic downforce was enhanced by a larger front air dam and a rear spoiler. Of rear-wheel drive configuration, the GT2 was considerably lighter than the Turbo, many of the interior fittings having been deleted, and was the most expensive model in the 911 range. In its original Type 993 incarnation, the Porsche 911 GT2 was produced up to 1998.

Although the successor Type 996 range had arrived in 1999, it was not until 2002 that a GT2 version of this new model became available, by which time Porsche's motor sports programme had switched to the normally aspirated GT3. Thus the Type 996 GT2 was developed primarily as a road car, albeit one that retained its track-orientated predecessor's characteristically aggressive-looking bodywork. Motive power was still provided by a 3.6-litre twin-turbo engine, though now it was water-cooled. Maximum power was around 455bhp (later 476bhp), which was transmitted to the wheels via a six-speed manual gearbox. Production of the Type 996 GT2 ceased in 2005.

Delivered new in the UK via Porsche Centre Swindon, this limited edition supercar was purchased by the current vendor in 2009, having formerly belonged to Sir Alfred McAlpine. Since 2009 the car has covered only some 2,000-3,000 miles and has been regularly maintained by Stratton Motor Company, Norwich; we are advised that it drives beautifully. Described by the private vendor as in generally very good condition, the car is offered with its service booklet (last stamped in October 2016), MoT to February 2018, a V5C Registration Certificate, and some substantial service bills.

£80,000 - 90,000
€95,000 - 110,000

73

**1972/2013 JAGUAR E-TYPE 4.2-LITRE V8
SUPERCHARGED ROADSTER BY BEACHAM**

Registration no. JYP 111 K
Chassis no. 1550960

- *Comprehensively upgraded and improved*
- *Circa 700 miles since completion*
- *Combining classic elegance with the best of modern technology*
- *Only one previous owner*
- *Breathtaking performance*





'What we've done is give an E-Type Jaguar the total functionality of an XKR. The Beacham E-Type is destined for the classic enthusiast who requires reliability along with modern technology and all mod cons, plus a serious fun factor.' - Beacham Ltd.

One of the biggest names in the classic Jaguar world, Beacham first caught the motoring public's imagination back in the late 1980s when the company, based at Hawke's Bay in New Zealand's North Island, began offering its comprehensively restored, re-engineered and updated Jaguar Mark 2 saloons. Since then, Dr Greg Beacham's company has expanded its activities to include restoration and upgrades for the Jaguar XK150, Aston Martin DB4, various Rolls-Royce and Bentley models and, of course, the immortal E-Type.

Introduced at the Geneva Motor Show in March 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Not since the Jaguar XK120's debut some 13 years previously had a new car made such an impact. Today, the E-Types' graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the most beautiful cars of all time.

Automotive technology, though, does not stand still and today, more than half a century since the E-Type's launch, there is a growing market for improved versions of this iconic model combining its beautiful classic looks with modern performance, handling, and comfort. Beacham's approach is to build the engine, driver train and running gear of the Jaguar XKR sports car into an original E-Type bodyshell, that offered here being from a right-hand drive Series III 2+2 Coupé.

Completed in 2013, this car has the most powerful of the three XKR engine options: the 4.2-litre 400bhp supercharged V8, which drives via a six-speed automatic gearbox. Other noteworthy features include ABS, power-assisted steering, cruise control, a stereo system, and satellite navigation. Since its transformation, the Jaguar has covered a mere 700-or-so miles and remains in effectively 'as new' condition. A truly modern driving experience combined with unparalleled classic good looks, this expertly upgraded E-Type Roadster is offered with a V5C registration document. Being made before 1st January 1975, it is, of course, exempt from UK road tax.

£100,000 - 120,000
€120,000 - 140,000

74 N

1969 MERCEDES-BENZ 280 SL COUPÉ

Registration no. not UK registered

Chassis no. 113-044-10-014274

- Sold new in France
- Single family ownership
- Circa 95,800 kilometres from new
- Manual transmission
- Recent major service



'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better,' concluded Road & Track after testing a 280 SL in 1968. 'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine, while its manufacturer considered the 280 SL, 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280 SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280 SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280 SLs and only a few years ago Bonhams sold that belonging to Oscar-nominated actress Leslie Ann Warren.



The last of a popular and extremely successful line begun with the 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's. The 280 SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's.

Autocar was full of praise for the 280 SL's effortless performance: 'Those going abroad will be pleased to know that the 280 SL can sustain 100mph with ease, and still have a good bit in hand for surging up to 120mph when traffic and conditions permit. All the time the engine is smooth and it has a sweet song to its exhaust note, which starts as a deep throb and builds up to a busy hum at maximum revs.'

Christened 'Pagoda' after their distinctive cabin shape - devised by French designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This left-hand drive 280 SL was sold new in Paris in December 1969 and has had only two owners, both members of the same family. The car is finished in gold with brown leather interior, and is described by the private vendor as in generally good condition, with very good paintwork. Benefiting from a major service carried out in January 2017, it comes with a copy of the related invoice for €6,676 (approximately £5,675). Additional documentation consists of the original service book (stamped), handbooks, French Carte Grise, and copies of invoices for spare parts bought from Niemöller in Germany.

£60,000 - 70,000
€71,000 - 83,000

Originally the property of Group Captain Sir Douglas Bader, DSO, DFC

1961 ALVIS TD21 DROPHEAD COUPÉ

Coachwork by Park Ward Ltd

Registration no. 27 CLF

Chassis no. 26655

- Rare and desirable soft-top variant
- Matching chassis and engine numbers
- Restored in the mid 2000s
- Recent concours winner



Group Captain Sir Douglas Bader as paid tribute to at the Goodwood Flying Club

In October 1955 at the Paris Motor Show, Alvis displayed its first production car styled by the Swiss carrossier, Graber. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer, and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph. The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the restyled TD21 for 1959.

The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form (from March 1959 onwards) produced 120bhp courtesy of a redesigned cylinder head. With its increased power, this under-stressed engine proved capable of propelling the TD21 to a top speed of 103mph while turning over at a lazy 5,000 revs. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960. The Motor magazine remarked on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: 'As a perfectly serviceable everyday car with extra "chic", extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong.'

As such, the Alvis was exactly the sort of car that would appeal to fighter pilot Douglas Bader, who purchased '27 CLF' new in September 1961. One of the RAF's most famous flyers of WW2, Bader had lost both his legs in a flying accident in December 1931 but recovered and flew again in the Battle of Britain, only to be shot down over France in August 1941. Despite his physical handicap, he made several escape attempts and eventually was confined in the notorious Colditz Castle. Released from captivity in 1945, he left the RAF in 1946 with the rank of Group Captain, and resumed his peacetime career in the oil industry. He was knighted in 1976 and died in 1982, aged 72. Appropriately, Douglas Bader is commemorated by a unique statue at the Goodwood Flying Club, formerly RAF Westhampnett, from where he had taken off on his last mission in 1941.

An automatic transmission model, the TD21 was delivered to Brooklands of Bond Street for Bader, who was a close personal friend of John Parkes, the Managing Director of Alvis Motors. Bader kept '27 CLF' until 1963, only selling it in order to buy his next Alvis, a TE21 drophead registered '36 GLR'. The car has since undergone a number of changes of registration, all documented, but was reunited with its original number, '27 CLF', some 20 years ago.



The extensive history file includes copies of original service sheets addressed to Douglas Bader at his home at 5 Petersham Mews, London SW7. There is also a continuation logbook dating from 1971 when the Alvis belonged to a Mr D Phelps at the 'Dog and Duck', Linton, Cambridgeshire, which is a stone's throw from Duxford where Bader was stationed in 1940. The current vendor purchased the car in 2011 from Mr Robert Clark of Aberdeen.

The major restoration work was carried out by Belsay Classic Cars in 2004, with bills of over £4000, while the interior re-trim in Muirhead leather was carried out by J R Richardson of County Durham at a cost of over £6,000. The aforementioned file also contains a current MoT certificate, a V5 registration document, and over two dozen invoices from marque specialists Red Triangle. Recent works undertaken during the present ownership include a complete brake overhaul with new master cylinder, etc. Invoices over the last 15 years total well over £40,000. All-round disc brakes, Reutter seats, and a manual choke are the only notified deviations from factory specification.

A recent winner of several concours wards, this elegant Alvis has covered only a minimal mileage since the restoration's completion some ten years ago and remains in generally good condition.

£80,000 - 120,000
€95,000 - 140,000



1999 MAN 8-224 CAR TRANSPORTER

Registration no. N111 TEO

Chassis no. WMAL212294G139765

- *Comprehensively equipped car transporter*
- *Perfect support vehicle for competition use*
- *Well maintained*
- *Well documented*



Maschinenfabrik Augsburg Nürnberg AG (MAN) came into being in 1908 when two Ruhr Valley engineering companies that had merged in 1898 changed their name. One of the new company's first important contracts was for the construction of a suspended monorail system in Wuppertal, which was completed in 1903 and is still in existence today. One of these two merged companies (Maschinenfabrik Augsburg) had begun developing inventor Rudolf Diesel's revolutionary new engine technology and this would be brought to a successful conclusion by MAN with the launch in 1924 of the first direct injection Diesel truck. MAN survived the ravages of WW2 and today is one of the world's largest engineering companies with subsidiaries in over 20 countries.

First registered on 17th May 1999, this 220 horsepower MAN 8-224 rigid car transporter has a 24ft body; high roof, double-sleep cab; workshop awning; ramps and winch; and a tuck-away tail lift. Its vital statistics include a 7.5 ton gross weight and an under pelmet dimension of 8' 3".

The last two owners have looked after the vehicle regardless of cost. There are invoices on file for various works carried out including MoT preparation and rectification of faults (£334.48); installation of a water sensor and replacing pipes (£295.19); a new battery (in 2006); an awning and related fittings (£1,217.67); electric winch (£675); a special tow hook (£982.31) and further bills from Swann Systems and Truckstop Hawkes totalling in excess of £1,000.

The vehicle also comes with a laminated VOSA Plating Certificate showing permitted weights, etc; a quantity of expired MoT certificates; a V5C Registration Certificate; and MoT to February 2018. Driven to the sale, it would cost some £70,000+VAT to replace new today. The personalised registration 'N111 TEO' is included in the sale.

£10,000 - 15,000

€12,000 - 18,000

PLEASE NOTE

Transport for this vehicle will be charged at commercial rate should it not be collected by the buyer from the sale.

1923 BEAN 11.9HP MODEL 2 VAN

Registration no. XM 7525

Chassis no. 476024

- *Rare British make*
- *Originally a four-seat tourer*
- *Formerly part of the Bredgar & Wormshill Light *Railway Collection*
- *An older restoration, recently refurbished*



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-spud gearbox and spiral bevel rear axle.

Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form. The Twelve was still the mainstay of production, and would remain so until 1927. A 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926. That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'.

Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

This Bean 11.9hp van comes with an old-style continuation logbook dating from 1932, which shows that it started life as four-seater tourer. Four owners are listed up to 1972, all in the Aberdeenshire area. In the early 1990s the Bean was acquired by Mr William Best, from whose Bredgar & Wormshill Light Railway Collection it was purchased by the immediately preceding owner circa 2010. There are undated photographs of its restoration on file.

The current vendor purchased the Bean at Bonhams' Oxford Sale in June 2014 (Lot 169), since when it has been restored to driveable/ serviceable condition and the paintwork refreshed, these works being carried out by the Bean Club. Described as in generally good condition, the vehicle is offered with the aforementioned documentation and a V5C registration document.

£12,000 - 15,000
€14,000 - 18,000

1926 BEAN 14HP COMMERCIAL PICKUP TRUCK

Registration no. PX4222

Chassis no. B371534

- Rare British make
- Originally a five-seat tourer
- Formerly part of the Bredgar & Wormshill Light *Railway Collection
- An older restoration, recently refurbished



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland.

The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-spod gearbox and spiral bevel rear axle. Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form. The Twelve was still the mainstay of production and would remain so until 1927. A 2.4-litre 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926. That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'.

Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

Originally bodied as a five-seat tourer, this Bean 14hp was converted into a pickup in 1927. In 1998 the vehicle was acquired by the Bredgar & Wormshill Light Railway Collection and restored by them (it should be noted that the engine is a 1.6-litre Ford Pinto unit). Following its acquisition from the B&WLR by the immediately preceding owner in 2010, 'PE 2445' was kept in professional storage and serviced annually.

The current vendor purchased the Bean at Bonhams' Oxford Sale in June 2014 (Lot 172), since when it has been restored to driveable/ serviceable condition and the paintwork refreshed, these works being carried out by the Bean Club. Described as in generally good condition, the vehicle is offered with a V5C registration document.

£10,000 - 14,000

€12,000 - 17,000

Property of a deceased's estate

1957 AUSTIN HEALEY 100/6 ROADSTER

Registration no. RER 707

Chassis no. BN426099

- Four-seater BN4 model
- Present ownership since 1982
- Fully restored between 1991 and 2004
- Good history file



'After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books.' – John Bolster on the Austin-Healey 100/6, *Autosport*, 12th October 1956.

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts.

Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

This BN4 model was acquired by its late owner in February 1982 as a 'barn find' (photograph on file) and fully restored by him between 1991 and 2004. Related bills are available, mostly from AH Spares, and the substantial history file also contains expired MoTs recording the mileage increasing from 61,873 (1991) to 62,160 (2005). Also in the file are various tax discs, an old-style continuation logbook (issued 1966), and a V5 registration document. The car is currently MoT'd and is described by the vendor as in restored condition throughout.

£33,000 - 38,000

€39,000 - 45,000

80 N

1966 FIAT-ABARTH 600/1000 REPLICA COMPETITION SALOON

Chassis no. 100D-2160977

- Created circa 20 years ago in Italy
- Abarth A112 engine
- Four-wheel disc brakes
- Registered in Italy



'The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.' – John Bolster, *Autosport* magazine.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of sports prototypes and limited-series production cars.

Possibly the best known of all Abarth's creations are the series of high-performance adaptations of the FIAT 600 saloon, whose giant-killing exploits with his 'TC' (Turismo Competizione) racers were one of the most entertaining aspects of saloon car racing in the 1960s. Ed Swart, Giancarlo Baghetti, Willi Kauhsen, and 'Pam' all claimed European Touring Car Championships for Abarth during that decade, underling the Italian manufacturer's almost total dominance of small-capacity saloon car racing.

This FIAT-Abarth 1000 replica was created circa 20 years ago by a Rome-based collector. The starting point was his FIAT 600D, in which he installed an engine from an Abarth A112. This engine originally produced 58bhp and was further developed to produce some 73 horsepower. The collector also installed a correct Abarth-type instrument panel with original and sought after Jaeger instruments. Furthermore, the car also features four Mille-Miglia type alloy wheels and original Abarth badges throughout. After a few years of use at historic outings the car was fitted with disc brakes all round and a suspension kit. Front-mounted radiators for oil and water are fitted also.

Some four years ago the car was purchased by another collector, based in Pescara, who again used it on a few historic events. The current vendor had the engine serviced recently and attests to its good health, even providing a photograph taken on the Italian autostrada where the car achieved the impressive speed of more than 160km/h. The paintwork has not been renewed since the conversion some 20 years ago but nevertheless presents very well, with only a few signs of wear. The vendor informs us that the car's underlying structure is rust free. Offered with Italian registration documents, this charming little FIAT-Abarth replica is ready to be used in anger.

£8,000 - 12,000
€9,500 - 14,000

2000 LAND ROVER VOGUE 4.6-LITRE 4X4 ESTATE

Registration no. T4RTS

Chassis no. SALLPAMJ31A447395

- *Top-of-the-range model*
- *Present ownership since 2003*
- *Extensively restored*
- *Well documented*



Following the enormous success of the original 'Classic' Range Rover, Land Rover introduced a new model, designated P38, in 1994. Produced up to 2001, the P38 was a far more luxurious vehicle than its predecessor and could be ordered with a choice of three engine options: 4.0-litre and 4.6-litre petrol units or the BMW sourced 2.5-litre diesel. Various equipment levels were available.

The ultimate Range Rover of its day, the 4.6-litre Vogue offered here was built in 2000 and is one of the final P38 models. Painted in the rarely specified Monte Carlo Blue with full grey upholstery and grey carpets, it came with the Vogue model's full leather interior, electric windows, glass tilting sunroof, satellite navigation, Harman Kardon sound system, faux burr walnut trim, painted door mirrors, and Hurricane alloy wheels.

The vendor advises us that he purchased the vehicle in early 2003 (at 12,000 miles) via Land Rover Solihull, who had previously used and maintained it within their internal fleet. He further informs us that in his tenure the engine oil and filter have been regularly changed at 3,000-mile intervals, and during this period he has been the only driver. Any alterations to the V5 document solely relate to number-plate changes and the various companies he has been associated with. Mainly used for long continental journeys, this P38 has been cosseted throughout its life as evidenced by the large file of service bills totalling some £70,000.

In 2012 a decision was made to commence an ongoing restoration to bring the car as close to as new condition as possible using only Land Rover sourced parts. Main dealer and LR specialist invoices on file show that it has had both axles replaced plus a new gearbox and transfer box. Showing perfect compression readings, the engine only required new cylinder head gaskets and various ancillary parts. The entire air suspension system was replaced less than 1,000 miles ago to include new pipes, valve block with valves, compressor, and air springs. Cosmetically, the coachwork only required electric polishing and two new bumpers. All interior fittings found to be worn to any degree were replaced with genuine new-old-stock items. At this time the outdated satellite navigation was replaced with a new Garmin unit that fits neatly into the dashboard. The fully working original unit is supplied. One of J E Engineering's high performance four-branch stainless steel exhaust systems has been fitted since the vendor's purchase. In short: this P38 Range Rover must surely be one of the finest in existence today.

Freshly MoT'd, the vehicle is offered with all original handbooks and tools, two sets of keys, a second spare wheel, a bespoke dust cover, an Etec battery charger, and the aforementioned voluminous service file containing all previous MoT certificates. The distinctive registration mark 'T4 RTS' is included in the sale.

£10,000 - 15,000
£12,000 - 18,000



82

1958 LAND ROVER SERIES I 88" LIGHT 4X4 UTILITY

Registration no. USY 838

Chassis no. 141800032

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would continue to characterise the Land Rover to the end. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. A petrol-engined model, this Series II on the 88" wheelbase benefits from much recent attention to get it through the MoT test, and is ready for use. Described as in generally fair condition, with excellent canvas tilt, the vehicle is offered with a file containing expired MoT certificates, a V5 registration document, and MoT to February 2018.

£5,000 - 7,000
€5,900 - 8,300



83 N

1975 CHEVROLET CAMARO LT COUPÉ

Registration no. not UK registered

Chassis no. 1587L5N614702

Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only going to be a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival: the Camaro. Introduced for 1967, the Camaro closely followed the Mustang's successful formula, being almost identical in size though more curvaceously styled. Like the Mustang, the Camaro was blessed with an generous options list that enabled customers to personalise their cars, a situation that has resulted in no two being exactly alike. This Camaro LT has the 350ci (5.7-litre) 155bhp engine and three-speed automatic transmission. The car was purchased new in Naples, Italy in 1975 and registered 'NA8898'; it was subsequently sold to a Mr Mario Brunelli in Rome and registered as 'R91230'. We are advised that the first owner has confirmed that the car remains in essentially the same condition today as when purchased. Only mild refurbishment has been carried out, comprising checking the engine and transmission, restoring the paintwork, and cleaning the original interior. An iconic American 'muscle car' that can be driven daily.

£12,000 - 16,000
€14,000 - 19,000



84

1991 JAGUAR DAIMLER V12 SPORTS SALOON BY KWE

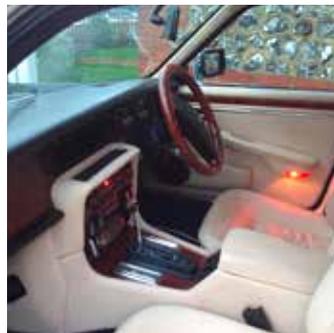
Registration no. H84 UAH

Chassis no. SAJJDALW3CM484079

This V12-engined Jaguar Sovereign has been restored and extensively upgraded by Knowles-Wilkins Engineering of Thatcham, West Berkshire, and was purchased by from them the current vendor in December 2007 as a fully rebuilt vehicle with odometer zeroed. It is to KWE's 'K2' specification, boasting a fully rebuilt and upgraded engine producing 310bhp, together with appropriately up-rated suspension, steering, wheels, and tyres. A modern music system and Thatcham security have been incorporated also, and the electric improved, bringing the car up to date without losing its driver appeal. As part of the package, the bodywork was refurbished, rust proofed, and re-badged, and the brightwork renewed, though keeping the original style. The car was re-sprayed in KWE Sutton Blue and re-trimmed in Muirhead Oyster leather to the vendor's personal specification. Other noteworthy features include xenon headlamps, parking sensors, and 18" KWE alloy wheels. A DVD recording the build process is available. The last MoT issued beforehand recorded the mileage at that time as 133,341, and the car has covered only some 8,500 miles since its transformation. Described by the private vendor as in 'A1' condition, this exciting bespoke Jaguar sports saloon is offered with MoT to November 2017, a V5C Registration Certificate, and the 2007 purchase invoice for £59,665.

£12,000 - 14,000

€14,000 - 17,000



85

1973 VOLKSWAGEN KARMANN-GHIA COUPÉ

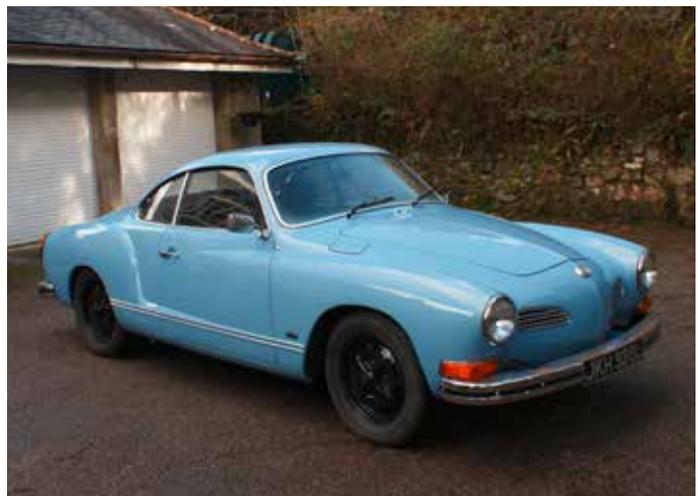
Registration no. JKH320L

Chassis no. 1432620024

Hand built by Karmann at its Osnabrück works, VW's top-of-the-range coupé married a modified export Beetle floor pan, running gear and engine/transmission package to stylish coachwork designed by Carrozzeria Ghia's Luigi Segre. The concept first appeared at the Paris Auto Show of 1953 and entered production in 1955 in 1,200cc form. The Karmann-Ghia kept abreast of mainstream Beetle developments, gaining all-synchromesh transmission and progressively larger and more-powerful engines as time progressed. A cabriolet appeared in 1957 and in 1959 the car's front end underwent a subtle re-style with raised headlamps and enlarged nose intakes. From 1967 the model was available with the 1,500cc engine, gaining the 1,584cc unit in 1970 and undergoing a front/rear-end styling makeover at the same time. The Karmann-Ghia was an immense success in the USA, where the majority of the circa 445,000 produced found homes. From 1961 there was another version on sale: the Type 34 '1500 Karmann-Ghia', a similarly styled, albeit larger, car on the Type 3 (Volkswagen 1500) chassis. This left-hand drive example was imported from the USA by Peter Ratcliffe of SVW Spares, and first registered in this country in 2005. The car has been fully restored, including a bare-metal re-spray, interior re-trim in black leather, and an engine rebuild and upgrade (to 1,650cc). Purchased by the current vendor in 2007, it was driven sparingly until the last MoT expired in 2008, since when it has been dry stored under cover and not used. Having seen little use since the restoration, the car remains in generally very good condition, although it will require re-commissioning and the customary safety checks before returning to the road. We are also advised that the bumpers need re-plating or replacing. Accompanying documentation consists of an HPI check sheet, three expired MoTs, and old/current V5C Registration Certificates.

£10,000 - 15,000

€12,000 - 18,000





86 N

1962 FIAT 500D SALOON & LEVANTE GRAZIELLA 300 CARAVAN

Registration no. not UK registered
Chassis no. to be advised

The austerity of the 500 as initially introduced - it was known as the 'Economica' - was not well received, prompting the swift introduction of a revised and better equipped model, which first appeared towards the end of 1957 at the Turin Show. Refinements incorporated in this less Spartan version included wind-down windows, an upholstered rear seat, column-mounted switch-gear stalks, and hubcaps. Introduced in 1960, the successor 500D used the 499.5cc engine of the 500 Sport in detuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and only a few years ago was voted 'Sexiest Car' by the readers of Top Gear magazine. Economical fun on four wheels, the Nuova 500 is well supported for spares by the owners' club and recognised specialists. Offered with a twin-berth Levante Graziella 300 caravan, this FIAT 500D sunroof saloon affords the prospect of enjoyable weekends away in unsurpassed Italian style. The car has had only one owner from new and is un-restored and original, having been kept garaged all its life, while the caravan dates from 1960 and has never been used. Three metres (9.8') long and weighing a mere 400kg (182lb), the Graziella boasts the considerable convenience of a pop-up roof and is equipped with a kitchen, wardrobe, and a dinette that converts into a double bed. A perfect holiday partnership that will turn heads everywhere.

£25,000 - 30,000
€30,000 - 35,000



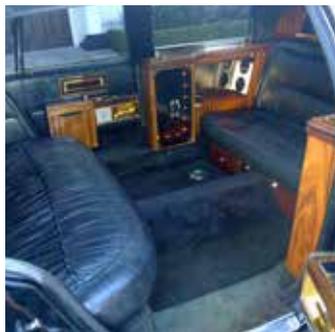
87

1988 CADILLAC TRUMP GOLDEN SERIES LIMOUSINE

Registration no. TJI 7187
Chassis no. 1G6DW51YXJR761782

This unique Cadillac limousine was commissioned by none other than Donald J Trump, billionaire property tycoon turned reality TV star, and now President of the United States. Back in the 1980s, Trump suggested to Cadillac that having his name attached to an exclusive series of special limousines would be a good marketing move. Cadillac agreed and two prototypes were built: one each of the proposed Trump Executive Series and Trump Golden Series, the latter being the car offered here. 'A decision has been made to go into production on two Cadillac-body limousines using my name,' he announced. 'The Trump Golden Series will be the most opulent stretch limousine made.' As its name suggests, the Golden Series reflects Trump's well-known fondness for all things gilded, with this precious metal being represented to excess in the ultra-luxurious interior. Built by Dillinger Coach Works, whose modifications involved raising the roofline, the Trump Cadillacs debuted at the Limousine & Chauffeur Show in Las Vegas in January 1987, and in January 1988 Cadillac and Dillinger presented the Golden Series car to Donald Trump at the Limousine & Chauffeur Show in Atlantic City. The proposed two series never materialised. Trump's Golden Series has been owned by the current vendor for the last ten years. Currently MoT'd and said to drive very well, the car is only offered for sale due to a lack of storage space and the vendor's advancing years. A unique opportunity.

£10,000 - 12,000
€12,000 - 14,000
No Reserve



1961 LAND ROVER SERIES IIA 4X4

Registration no. HFO 364

Chassis no. 27100370A

- *Petrol engine*
- *Unleaded conversion*
- *Overdrive fitted*
- *From an important private collection*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's engine - kept production costs down and cut development time.

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. The chief development on the Series IIA was a much improved diesel engine.

This Series IIA Land Rover on the 88" wheelbase has the 2,286cc petrol engine, which benefits from an 'unleaded' conversion, though it is not known whether or not it is original to the vehicle. The vehicle has been treated to a full repaint in correct Land Rover Mid Grey by Halo Land Rover, and further benefits from conversion to alternator electrics. It also boasts the considerable convenience of an overdrive for lower fuel consumption and more relaxed cruising. Original road wheels are fitted, and shod with appropriate tyres. Purchased at auction in 2011, 'HFO 364' has formed part of an important private collection since then; well maintained and ready to use, it is offered with current MoT and a V5C document.

£6,000 - 9,000
€7,000 - 11,000
No Reserve

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Saturday 13 May 2017
Aston Martin Works,
Newport Pagnell

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Purchased by the owner in 1972
**1964 ASTON MARTIN DB5
SPORTS SALOON**

THE ASTON MARTIN SALE

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Sunday 21 May 2017
Spa-Francorchamps,
Motor Circuit, Belgium

*One of the very first ones to be
delivered 1966, first registered 1965*

1966 PORSCHE 911 2.0 COUPÉ

Chassis no. 303419

Engine no. 903512

€85,000 - 125,000



ENQUIRIES

Europe

Philip Kantor

+32 476 879 471

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Gregory Tuytens

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France

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SUNDAY, JUNE 4 2017
Greenwich, Connecticut

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GREENWICH

CONCOURS D'ELEGANCE

AUCTION



Freshly completed restoration, matching numbers
1932 BUGATTI TYPE 49 SPECIAL ROADSTER
Coachwork by Henri Labourdette

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GOODWOOD FESTIVAL OF SPEED SALE

'TAC 787' - the Earls Court Motor Show
1955 AUSTIN-HEALEY 100 BN2
Chassis no. BN2 228607

**TAC 787 will be available to view during
the Bonhams Goodwood Members
Meeting Sale on 18-19 March**

**Important Collectors'
Motor Cars and Automobilia**
Friday 30 June 2017
Chichester, Sussex

Entries now invited

Bonhams is delighted to announce the 24th annual auction at the world-renowned Goodwood Festival of Speed.

Some of the world's finest motor cars have been sold at the Bonhams Goodwood Festival of Speed Sale and entries for this year's auction are, as ever, strictly limited.

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+1 415 503 3285, West Coast
usacars@bonhams.com



Bonhams

THE ZOUTE SALE®

Important Collectors' Motor Cars

Friday 6 October 2017
Knokke-Le Zoute, Belgium



The Bonhams annual auction at Knokke-Le Zoute offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

ENQUIRIES

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ENTRIES NOW INVITED



1955 PORSCHE 356 'PRE-A' 1600 SPEEDSTER
Sold for €586,500, Zoute 2016



1969 MERCEDES-BENZ 280SL
Sold for €230,000, Zoute 2016

Bonhams

FRIDAY AUGUST 18
Carmel, California

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QUAIL LODGE AUCTION

CONSIGNMENTS NOW INVITED



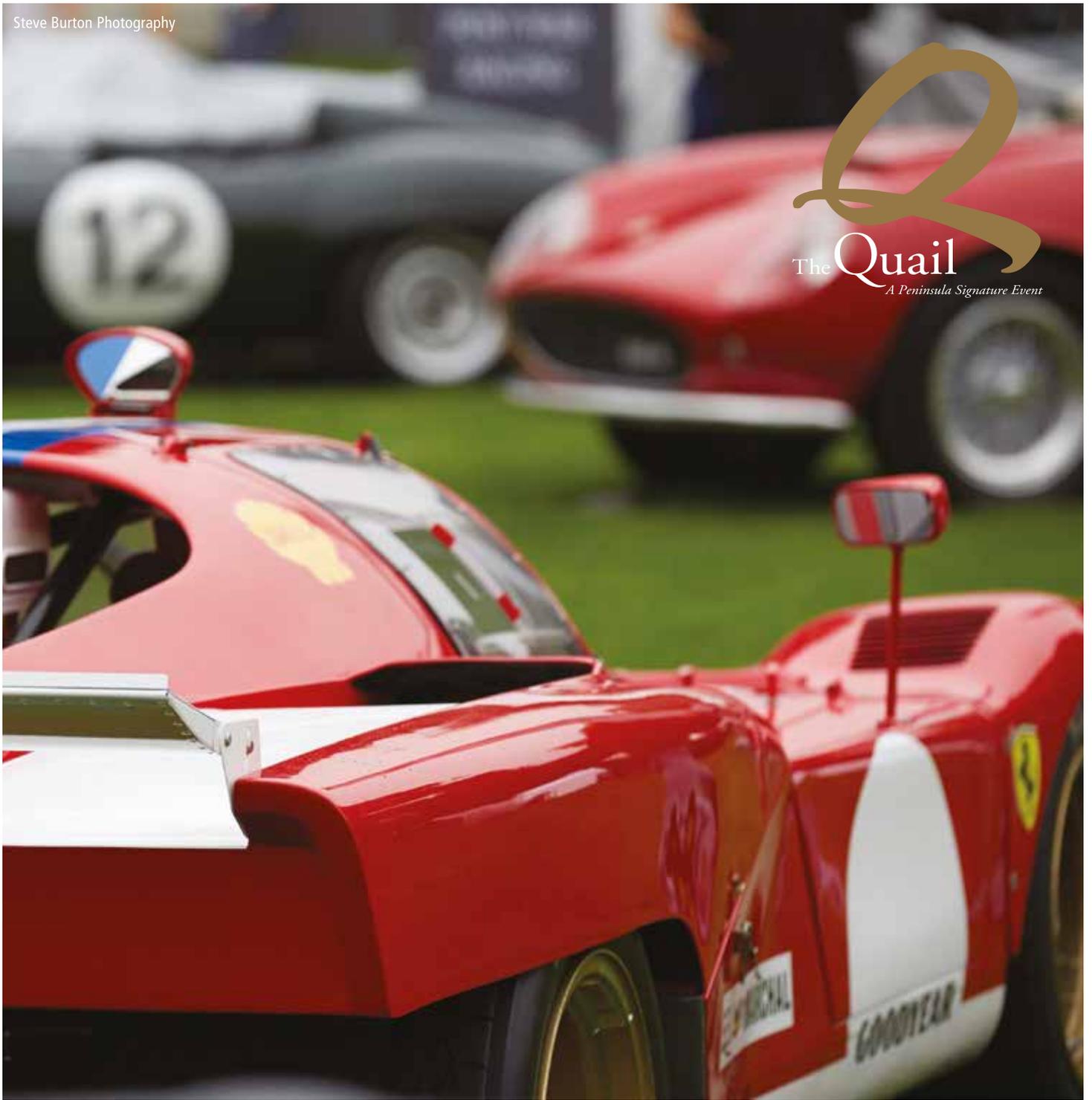
**1955 LANCIA AURELIA
B24S SPIDER AMERICA**
Sold for \$1,402,500

Bonhams

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Steve Burton Photography



The **Quail**
A Peninsula Signature Event

CALLING ALL CARS!

The Quail, A Motorsports Gathering • Friday, August 18, 2017 • 10:00am to 4:00pm • Hosted at Quail Lodge & Golf Club in Carmel, California

The 15th Annual *The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection! *The Quail's* 2017 Featured Classes include: Mid-Engine Marvels and Originals. *The Quail's* Traditional Classes include: Pre-War Sports and Racing, Post-War Racing, Post-War Sports 1945-1960, Post-War Sports 1961-1975, The Great Ferraris, Supercars, Custom Coachwork, and Sports and Racing Motorcycles.

To enter a vehicle from your private collection, obtain an application by visiting signatureevents.peninsula.com or by calling +1 (831) 620-8879.

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2017



RACE MEETINGS

- ROUND 1 SILVERSTONE**
22-23 APRIL
- ROUND 2 OULTON PARK**
10 JUNE
- ROUND 3 CADWELL PARK**
23 JULY
- ROUND 4 MALLORY PARK**
12 AUGUST
- ROUND 5 SNETTERTON**
17 SEPTEMBER

RACES FOR VINTAGE RACING CARS, PRE-1961 RACING CARS AND PRE-WAR SPORTS-CARS AT EACH ROUND AND INVITED GRIDS FROM THE WORLD'S BEST HISTORIC RACING SERIES THROUGHOUT THE SEASON, INCLUDING HISTORIC GRAND PRIX CAR ASSOCIATION, FORMULA JUNIOR, F3 (500), MORGAN, CLASSIC FERRARI, BUGATTI, PRE-1918 EDWARDIAN CARS AND MUCH MORE!

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HILL CLIMBS & SPRINTS

- 30 APRIL **CURBOROUGH SPEED TRIALS**
- 7 MAY **WISCOMBE PARK HILL CLIMB**
- 27-28 MAY **LOTON PARK HILL CLIMB**
- 3 JUNE **HAREWOOD HILL CLIMB** (BARC)
- 17-18 JUNE **BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL**
(INC. SPEED TRIALS-SAT)
- 1-2 JULY **SHELSLEY WALSH HILL CLIMB** (MAC)
- 5-6 AUG **PRESCOTT SPEED HILL CLIMB**
- 16 SEPT **SNETTERTON SPRINT**
- 23 SEPT **PRESCOTT HILL CLIMB** (LONG COURSE)
- 21 OCT **AUTUMN SPRINT, GOODWOOD**

AN EXTENSIVE PRE-WAR CLASS STRUCTURE AT EACH ROUND FOR EDWARDIAN, VINTAGE AND POST-VINTAGE RACING AND SPORTS-CARS WITH INVITED POST-WAR CLASSES AT A NUMBER OF EVENTS, ACCOMMODATING PRE-1961 RACING CARS, F3 (500) AND 1950S SPORTS RACING CARS.



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Following the success of its Road to Mandalay, the Endurance Rally Association returns to South East Asia for the start of another 27-day adventure, this time taking the Road to Saigon. From the start in Singapore we travel north through Malaysia and Thailand before heading east into Cambodia and Vietnam and on to the finish in Ho Chi Minh City, formerly known as Saigon.

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The Endurance Rally Association
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Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



> Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “*you*”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams*' job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams'* relationship with the *Buyer*.

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before

doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller's responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams' responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on

Bonhams' behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

Alterations

Descriptions and *Estimates* may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the Sale venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the Sale by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in

advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £100,000 of the *Hammer Price*
20% from £100,001 to £2,000,000 of the *Hammer Price*
12% from £2,000,001 of the *Hammer Price*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this Sale and for the opportunity to bid for the *Lot* at the Sale.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

Cash: you may pay for *Lots* purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

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

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

China UnionPay (CUP) debit cards: No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a *Buyer* in any Sale; a 2% surcharge will be made on the balance over £100,000.

10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale Information* at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description of a Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or

indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT			
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;			
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;			
8.1.3	to retain possession of the <i>Lot</i> ;			
8.1.4	to remove and store the <i>Lot</i> at your expense;			
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;			
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;			
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;			
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			
8.1.9	to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and			
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.			
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.			
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his			
9	THE SELLER'S LIABILITY			
9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .			
9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.			
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,			
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;			
9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;			
9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.			
9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.			
10	MISCELLANEOUS			
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .			
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11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale Information Page* or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams' order* and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):			9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), *"Seller"* includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

Sale title: GOODWOOD MEMBERS MEETING SALE		Sale date: 19 March 2017													
Sale no. 24118		Sale venue: Chichester, Sussex													
<p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£10 - 200by 10s	£10,000 - 20,000by 1,000s	£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s	£500 - 1,000by 50s	£50,000 - 100,000by 5,000s	£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s	£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion	£5,000 - 10,000by 500s	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s														
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s														
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s														
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
Customer Number		Title													
First Name		Last Name													
Company name (to be invoiced if applicable)															
Address															
City		County / State													
Post / Zip code		Country													
Telephone mobile		Telephone daytime													
Telephone evening		Fax													
Preferred number(s) in order for Telephone Bidding (inc. country code)															
E-mail (in capitals)															
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.															
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>													
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond I will collect from Park Royal or bonded warehouse Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: _____ Date: _____

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

THE BONHAMS MOTORING NETWORK

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Lot No	Year	Model	Lot No	Year	Model
70	2015	Alan Mann Racing 'Shelby Cobra Daytona' Coupé	16	1959	Jaguar XK150 'S' 3.4-Litre Coupé
30	1964	Albatross MK2 Continental Speedboard	22	1961	Jaguar E-Type 3.8-Litre 'Flat Floor' Roadster
44	1956	Alfa Romeo 1900 Super Berlina	40	1961	Jaguar Mk2 3.8-Litre Sports Saloon
5	1964	Alfa Romeo Giulia Spider	55	1962	Jaguar E-Type 'Series 1' 3.8-Litre Coupé
67	1936	Alvis 4.3-Litre SA Drophead Coupé	61	1962	Jaguar E-Type 3.8-Litre 'Flat Floor' Roadster
75	1961	Alvis TD21 Drophead Coupé	15	1970	Jaguar E-Type Series 2 Coupé
56	1934	Aston Martin 12/50hp '2nd Series'	45	1970	Jaguar E-Type Series 2 Roadster
25	1937	Aston Martin 2.0-Litre 15/98 Tourer Project	27	1973	Jaguar E-Type V12 Series 3 Roadster
38	1961	Aston Martin DP214 Replica GT Competition Coupé	73	1972/2013	Jaguar E-Type 4.2-Litre V8 Supercharged Roadster
21	1981	Audi Quattro 2.2-Litre Rally Car	84	1991	Jaguar Daimler V12 Sports Saloon by KWE
79	1957	Austin Healey 100/6 Roadster	31	1976	Jensen Interceptor Series III Coupé
24	1906	Autocar 12hp Type X Runabout	65	1975	Lamborghini Urraco P250S Coupé
77	1923	Bean 11.9hp Model 2 Van	29	1953	Lancia Aurelia B20 GT 3rd Series Coupé
78	1926	Bean 14hp Commercial Pickup Truck	82	1958	Land Rover Series II 88" Light 4x4 Utility
28	1924	Bentley 3-Litre Red Label Speed Model Tourer	88	1961	Land Rover Series IIA 4x4
39	1954	Bentley R-Type 4½-Litre Saloon	81	2000	Land Rover Vogue 4.6-Litre 4x4 Estate
58	1962	Bentley S2 Continental Sports Saloon	14	1983	Lister Jaguar XJ-S 6.0-Litre 'System III' Coupé
59	1964	Bentley S3 Continental Drophead Coupé	18	1965	Lola T70 Mk1 Spyder
53	1995	Bentley Continental R Coupé	62	1959	Lotus Seven Twin-Cam Sports
20	2002	Bentley Azure Convertible	76	1999	MAN 8-224 Car Transporter
87	1988	Cadillac Trump Golden Series Limousine	17	1961	Mercedes-Benz 190 SL Convertible
52	1950	Chevrolet 3100 Pickup Truck	42	1961	Mercedes-Benz 220 S Coupé
83	1975	Chevrolet Camaro LT Coupé	50	1962	Mercedes-Benz 220 SEb Cabriolet
9	1999	Chevrolet Camaro Convertible	74	1969	Mercedes-Benz 280 SL Coupé
23	1903	Clement 12/16hp Rear-entrance Tonneau Car	71	1994	Mercedes-Benz E 500 Limited Sports Saloon
35	1950	Daimler DB18 Special Sports Drophead Coupé	54	2004	Mercedes-Benz SLR McLaren Coupé
41	1971	Datsun 240Z 2.8-Litre Coupé	32	1966	MGB GT Coupé
8	1974	Enfield 700 Electric Car	47	1968	Mini Cooper 'S' Sports Saloon
37	1966	Ferrari 330GT 2+2 Series 2 Berlinetta	46	1970	Mini Margrave Saloon by Wood & Pickett
34	2004	Ferrari F430 Spider F1	69	1964	Morris Mini Cooper 'S' Competition Saloon
86	1962	Fiat 500D Saloon & Levante Graziella 300 Caravan	66	1944	NSU Kettenkrad
80	1966	Fiat-Abarth600/1000 Replica Competition Saloon	12	1976	Porsche 911 Carrera Sport 3.0-Litre Coupé
33	1956	Ford Thunderbird Convertible with Hardtop	63	1986	Porsche 911 Carrera 3.2-Litre Cabriolet
11	1968	Ford Escort Twin Cam Competition Saloon	72	2004	Porsche 911 Type 996 GT2 Coupé
7	1973	Ford Mustang Mach 1 Convertible	26	1929	Rolls-Royce Phantom I Stratford Coupé
6	1976	Ford Cortina MkIII 1600 XL Saloon	36	1935	Rolls-Royce 25/30hp Three-position Drophead Coupé
64	1987	Ford Sierra RS Cosworth Group A	68	1972	Rolls-Royce Corniche Coupé
57	2006	Ford GT Coupé	60	2007	Rolls-Royce Phantom Drophead Coupé
48	1903	Gladiator 10hp Rear-Entrance Tonneau Car	4	1983	Sbarro 'BMW 328' Roadster
49	1953	Jaguar XK120 3.8-Litre Coupé	10	1997	Subaru Impreza 22B-STI Limited Edition Prototype
43	1956	Jaguar Mark VIII Saloon	51	1913	Talbot 15hp (20/30hp) Works Hill-Climber
19	1957	Jaguar Mk1 3.4-Litre Sports Saloon	85	1973	Volkswagen Karmann-Ghia Coupé

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