

Bonhams

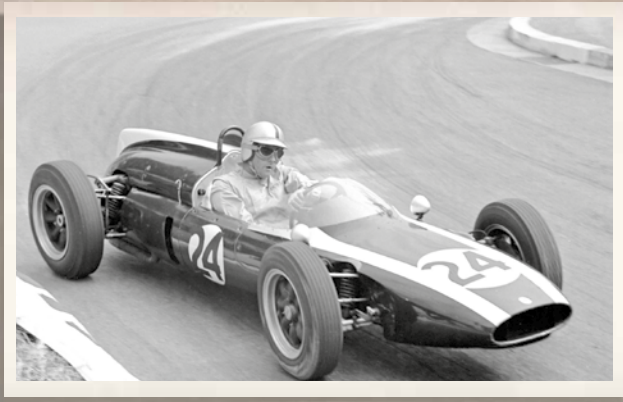


Collectors' Motor Cars and Automobilia
Goodwood Revival, Chichester, Sussex | 14 September 2019

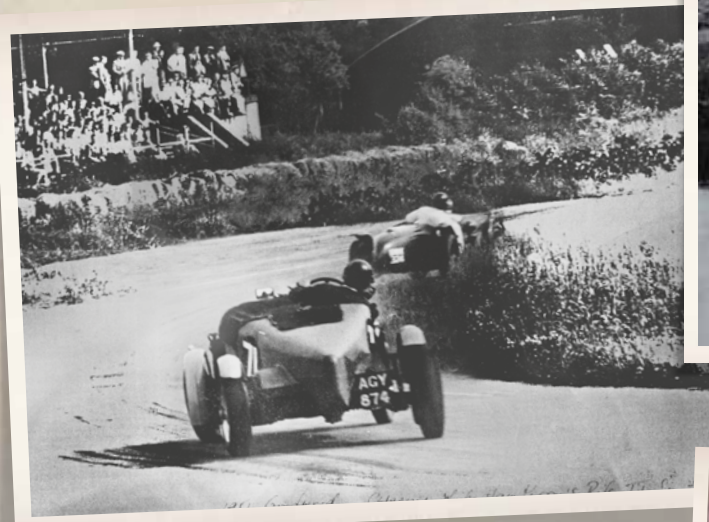
**GOODWOOD
REVIVAL
SALE**







Goodwood Revival is the world's most popular historic motor race meeting and, as a founding sponsor, Bonhams is privileged to present another high quality sale of Sports, Competition and Touring Motor Cars.



GOODWOOD REVIVAL SALE

Collectors' Motor Cars and Automobilia

Chichester, Sussex | Saturday 14 September 2019 at 11:00 and 13:00

VIEWING

Friday 13 September
09:00 to 17:00
Saturday 14 September
from 08:30

SALE

Saturday 14 September:
Automobilia 11:00
Vehicle Registration Numbers
immediately following automobilia
Motor Cars 13:00

SALE NUMBER

25454

CATALOGUE

£30.00 + p&p
(admits two)

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the specialist department or to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/25454 and click on the Register to bid link at the top left of the page.

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

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than 4pm on Thursday 14 September. Thereafter bids should be sent directly to bids@bonhams.com

We regret that we are unable to accept telephone bids for lots with a low estimate below £500. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

Live online bidding is available for this sale

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

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

ENQUIRIES

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

Automobilia & Vehicle Registrations
+44 (0) 208 963 2840
+44 (0) 208 963 2842
automobilia@bonhams.com

SPECIALISTS

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

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

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

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

Guy Newton
+44 (0) 20 7468 8243
guy.newton@bonhams.com

Richard Stafford
+44 (0) 20 7468 5800
richard.stafford@bonhams.com

Ben Adams
+44 (0) 20 7468 8242
ben.adams@bonhams.com

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

Malcolm Barber
+44 (0) 20 7 468 8238
malcolm.barber@bonhams.com

CUSTOMER SERVICES

Monday to Friday 08:30 - 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: Lot 241
Back cover:
The Peter Phillips Collection

PLEASE NOTE

The Bonhams marquee is located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

Admission to the sale by catalogue only (admits two).

This catalogue does not admit the holder to the Goodwood Revival Motor circuit.

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 symbol (†, Ω, *) printed beside the lot number in the catalogue.

PLEASE NOTE FROM THE 4 MARCH 2019:

For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

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.

Bonhams preferred payment method is by bank transfer.

- **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 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. Payment may also be made by one of the following methods:

- **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; this limit applies to both payment at our premises and direct deposit into our bank account.

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society 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.

NOVA (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

EU Imports

- Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact Olive Spurrier olive.spurrier@bonhams.com post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, via an agent, providing them with both a NOVA reference number
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: www.gov.uk/nova-log-in. N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

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.
* VAT on imported items at 5% on hammer price.
• 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.

NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price. Potential bidders should familiarise themselves with the relevant regulations in their country prior to bidding.

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.

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, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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.

Can I view the files that accompany the vehicles?

Yes, we should have every vehicles file available for inspection during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

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 are 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.

V5C Registration Document procedures

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.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle:

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.

All registration document enquiries should be directed to Olive Spurrier.

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.

We accept the following methods of payment.

Bonhams preferred payment method is by bank transfer.

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

Payment by card

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

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.

Payment by cash

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.

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 symbol (†, Ω, *) printed beside the lot number in the catalogue.

PLEASE NOTE FROM THE 4 MARCH 2019:
For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

PLEASE NOTE FROM THE 1 SEPTEMBER 2018:
For Motor Cars and Vehicle Registration Numbers the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 1pm on Sunday 15 September.

After midday on Monday 16 September remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their 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 the department.

Bonhams Motoring International Specialist Team

United Kingdom



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Guy Newton



Richard Stafford



Ben Adams



James Knight



Malcolm Barber

UK Motor Cars

101 New Bond Street
London, W1S 1SR
+44 (0) 20 7468 5801
ukcars@bonhams.com

Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



François Tasiaux



Michael Haag

European Motor Cars

4 rue de la Paix
75002 Paris
+33 (1) 42 61 10 11
eurocars@bonhams.com

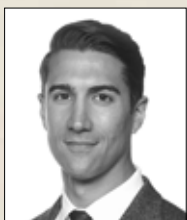
West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

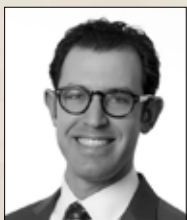
West Coast Motor Cars

7601 W.Sunset Blvd
Los Angeles, CA 90046
+1 (415) 391 4000
usacars@bonhams.com

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

East Coast Motor Cars

580 Madison Avenue
New York, NY 10022
+1 (212) 461 6514
usacars@bonhams.com

Additional contacts

Automobilia

Toby Wilson
+44 (0) 20 8963 2842
toby.wilson@bonhams.com

Adrian Papiro
+44 (0) 20 8963 2840
adrian.papiro@bonhams.com

Automobilia Administrator
James Garguilo
+44 (0) 20 7468 8216
james.garguilo@bonhams.com

Press Office
Lynnie Farrant
+44 (0) 20 7468 8363
lynnie.farrant@bonhams.com

Bonhams | MPH

Rob Hubbard
+44 (0) 18 6922 9471
rob.hubbard@bonhams.com

Motor Car Business Manager

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

Motor Car Administrator

Olive Spurrier
+44 (0) 20 7468 5806
olive.spurrier@bonhams.com

Motorcycle Administrator

Kristi Lavis
+44 (0) 20 8963 2817
kristi.lavis@bonhams.com

Motorcycle Department

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

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

Andy Barrett
+44 (0) 20 8963 2821
andrew.barrett@bonhams.com

Catalogue Subscriptions

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

Buyers/Sellers Accounts UK

Cheryl Uggles
+44 (0) 20 7468 8292
+44 (0) 20 7447 7430 fax

Buyers/Sellers Accounts US

+1 (415) 861 7500
+1 (415) 861 8591 fax

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12noon on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyer's expense.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE
Monday to Friday 9am to 1pm and 2pm to 4.30pm and will be available for collection from 10.30am Wednesday 18 September 2019
by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a ◊ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

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

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

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Monday 16 September 2019, at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility (please see Guide for Buyers).

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

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

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Straight Eight Logistics to storage on the south coast of England.

Vehicle Removal charges

£260 + 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 Straight Eight Logistics, 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).

Straight Eight Logistics
2G & H Marchwood Industrial Park
North Road, Marchwood
Southampton SO40 4BL
020 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Insurance

Representatives of Hagerty International Limited will be present at the sale and will be pleased to advise Buyers on Insurance. For further details, please contact:

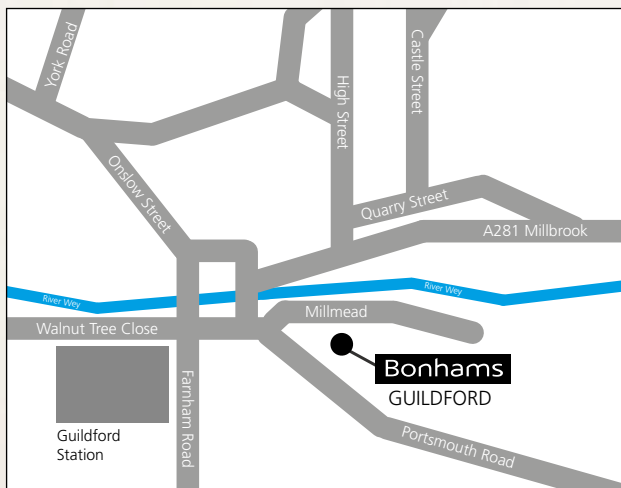
Hagerty International Limited
The Arch Barn, Pury Hill Farm
Towcester, Northants, NN12 7TB
Telephone 0333 323 0989
or email enquiries@hagertyinsurance.co.uk

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Neil Fraser
Roger Dixon (Automobilia)



Directions to Goodwood Revival

The Bonhams marquee is located outside of the ticketed event area. To access the 'Over the Road' attractions and the Motor Circuit you will require an event ticket.

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 AA signs and you will be directed to the most appropriate car park.

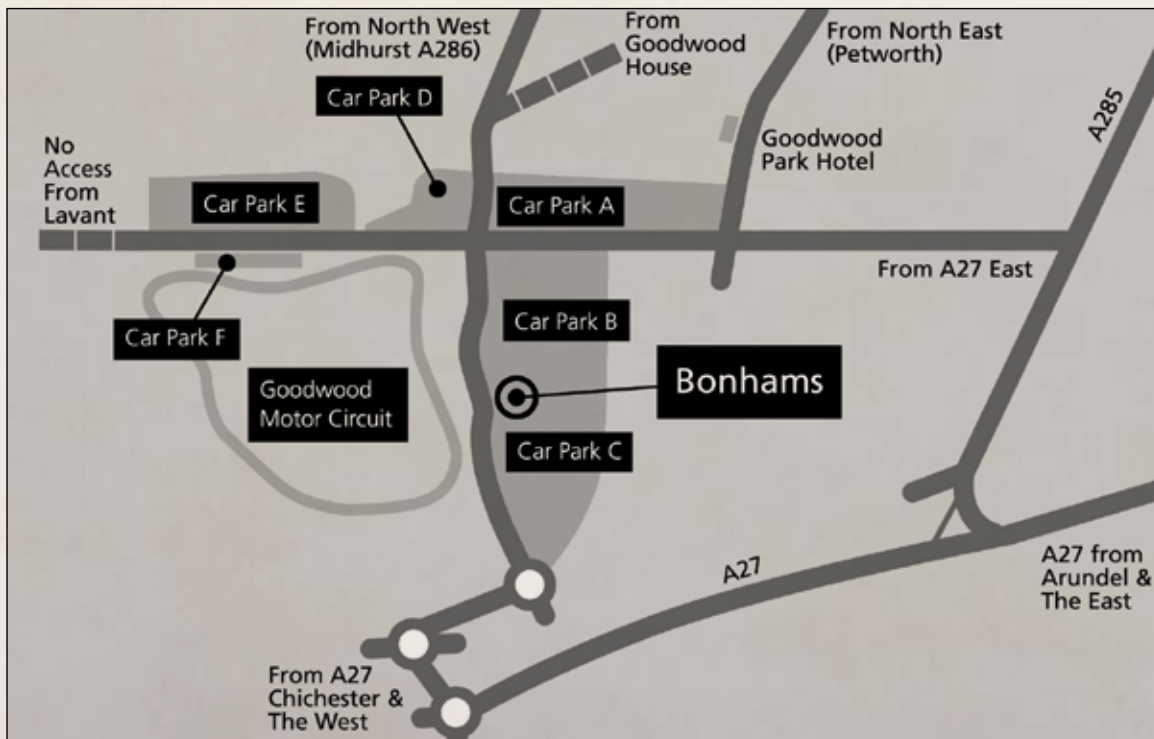
From Southampton and Portsmouth take the A27 eastbound around Chichester until the junction with the A285 Petworth Road. Take the slip road left for Petworth. Continue north along the A285 until the T junction with New Road. From here follow the AA signs and you will be directed to the most appropriate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

GOODWOOD MOTOR CIRCUIT POSTCODE : **PO18 0PH**



AUTOMOBILIA

Lots 1 - 147
at 11.00am

Images of each lot can be found at:
www.bonhams.com/25454





1



3



2



4

1
A FERRARI 275 TOOL ROLL,
 black vinyl with brown leather straps and handle, 50cm wide, used, ready to be fitted with correct tools. **£1,200 - 1,600**
€1,300 - 1,700

2
A FERRARI 308/246GT DINO TOOL ROLL,
 black vinyl tool roll with pop-stud fastening, bearing Ferrari paper label numbered 127736, containing eight Ferrari branded Chrom Vanadium Kravm C-spanners of various sizes, four brown plastic handled Ferrari screwdrivers, a pair of Ferrari red-plastic handled pliers, a small Stanely screwdriver and a tow-hitch.
£2,200 - 2,600
€2,400 - 2,800

3
A RARE FERRARI 250 GT TOOL ROLL FOR PRE-1959 'INSIDE PLUG' CARS,
 comprising black tool bag with tan leather straps housing, 7 Beta Wrenches N.55, 190mm pliers, Carello oil filter wrench, Weber carburettor key, 2 wooden handled screwdrivers, steel 500g hammer, lead knock-off wheel spinner mallet, grease gun with detachable extension nozzle, with long T-handle spark plug wrench, the large side pocket housing M. Riganti pillar jack, hub puller and Pirelli fan belt in cardboard sleeve; used.
£10,000 - 14,000
€11,000 - 15,000

4
A RARE FERRARI 250 TOOL ROLL,
 for 'outside plug' cars, to include GTE, Lusso, SWB, TDF, PF Coupe and GTO models, comprising black vinyl tool bag with dark tan leather straps housing, 8 Beta Wrenches N.55 complete set, 190mm pliers, Carello oil filter wrench, Weber carburettor key, 2 wooden handled screwdrivers, steel 500g hammer, lead knock-off wheel spinner mallet, grease gun with detachable extension nozzle, Pirelli fan belt in cardboard sleeve, the large side pocket housing M. Riganti pillar jack, hub puller and short T-handle spark plug wrench (replacement); used, suitable for concours to complete your car to factory delivery standard.
 (Qty)
£12,000 - 14,000
€13,000 - 15,000

5
A SUPERB BRITTOOL ENGINEER'S SOCKET SET, NUMBER 145B, 1966-1970,
 described in the Brittool catalogue as "...the most comprehensive 1/2" square drive set. It contains the entire range of accessories and all standard sockets in British, American, Metric and Square sizes." Contained in red steel case, including E42 speed brace, A56 Bar Handle 3/8" x 8", E67 ratchet unit, E74/40T ratchet handle, E91 universal joint, E96 3" extension, E98 12" extension, E14 turnscrew socket bit, E56 bar handle 1/2" x 12" (unmarked replacement), E63 short 'T' adaptor, E70 offset handle, E79 swivel handle, E92 stud extractor, E97 6" extension,

E99 18" extension, EDH81 14mm spark plug tool (replacement for original ED 820), ED1010 18mm spark plug tool: 51 bi-hexagon sockets comprising Whitworth, American, Metric types and 10 Bisquare sockets, the set with original packing hardly used.
 (Qty)
£1,000 - 1,500
€1,100 - 1,600

6
AN ORIGINAL BATTAINI JACK FOR MASERATI 3500GT VIGNALE SPYDER, ITALIAN, CIRCA 1960,
 painted blue, (used condition), in original black vinyl bag with brown leather edging and straps, (worn with two holes to base of bag).
£1,000 - 1,500
€1,100 - 1,600

7-00
A RARE MICHELIN TYRE RACK, 1920S,
 tubular steel construction with remains of some original blue paint, reinforced corner joints, constructed as upper and lower racks, the central section mounted with 14 decorative double-sided panels, some depicting Bibendum, others lettered Michelin, 229 x 179 x 45cm overall.
£1,500 - 2,000
€1,600 - 2,200



5

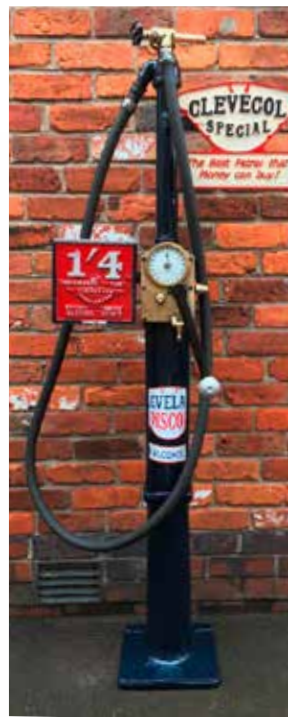


6



7 (detail)

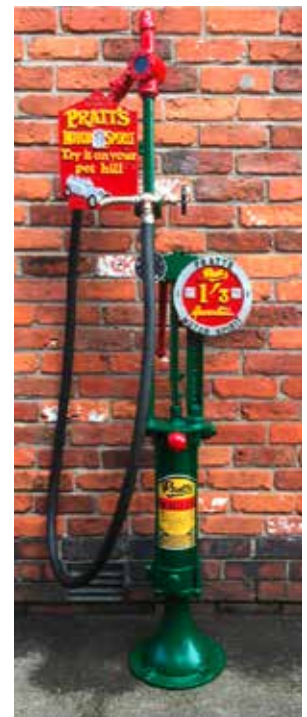
7



8



9



10

8
AN AVERY HARDOLL MODEL CH1 ONE GALLON HAND-CRANKED PETROL PUMP, restored in black, with "Clevecol Special" brand plate, 1/4d price flag, together with a "Cleveland The Alcohol Fuel " transfer on the pumping cylinder, hose and nozzle, approximately 180cm high overall.
£1,200 - 1,400
€1,300 - 1,500

9
AN AVERY HARDOLL MODEL CH1 ONE GALLON HAND-CRANKED PETROL PUMP restored in red, black and yellow with Russian Oil Products brand plate, ROP "Zip" 1/6d price flag plate, together with a ROP Zip Spirit transfer on the pumping cylinder, with hose and nozzle, 178cm high overall.
£1,200 - 1,400
€1,300 - 1,500

10
AN EARLY ONE GALLON PETROL PUMP MANUFACTURED BY WAYNE TANK & PUMP CO LTD restored in red, green and yellow, fitted with a Pratt's Motor Spirit brand plate and 1/3d price flag plate together with a Pratt's Guaranteed transfer on the cylinder, with hose and nozzle, approximately 200cm high overall.
£1,400 - 1,800
€1,500 - 1,900



11



12



13



14



15



16



17

**11
A JAEGER 'TEMPS DU MARCHE' 8-DAY CHRONOGRAPH CAR CLOCK, SWISS MADE,**

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dials show elapsed time of trip and minutes of the hour, each with red or green indicator window with instructions written on dial in French, sweep second hand, other hands with luminous paint, 7.5cm diameter bezel, in metal and silver painted case, having undergone a recent full professional rebuild and overhaul and in working order at time of cataloguing.
£3,200 - 4,000
€3,400 - 4,300

12⁰⁰

A RARE EXPERIMENTAL LIGHTWEIGHT D-TYPE JAGUAR 2½ LITRE CYLINDER BLOCK, 1954,

machined alloy straight 6 casting, marked "XP76 Jaguar 2½ Litre 4 C210 19.1.54", 685mm long, one mounting lug broken.
£1,600 - 2,200
€1,700 - 2,400

According to information supplied by the vendor it is believed that this is the only one of 25 such experimental lightweight blocks to have survived after these blocks were all sent to be scrapped. Most early D-types were fitted with a 3.4 litre engine but chassis XKD 403 registered as OKV 2 was fitted with an experimental 2½ Litre engine for the 1954 RAC Tourist Trophy race at Dundrod. The car was driven by Ken Wharton and Peter Whitehead who finished the race in 6th place but were awarded 5th overall after the handicap was applied.

13

A JAGUAR LIGHTWEIGHT E TYPE LUCAS FUEL INJECTION METERING UNIT,

fully overhauled in period, numbered 2MDC6/M, with label attached reading 'Removed from Coombs comp E Type to suit 7/16 lift cams 45mm slide throttle'.
£3,000 - 4,000
€3,200 - 4,300

See Bonhams Jaguar auction 9 August 2008 at Goodwood, sale number 16250, lot 125.

14⁰

A SET OF FOUR FERRARI DAYTONA CROMODORA ALLOY WHEELS,

'star pattern', marked Ferrari 7½" L X 15", fitted with hubs and hub-plates, in used condition.
(4)
£1,000 - 1,200
€1,100 - 1,300

PLEASE NOTE: Bonhams is unable to determine the condition, integrity and lifespan of previously used wheels and tyres. We recommend the Buyer carries out the usual safety and compliance checks with a professional service before road or track use.

15

A FERRARI 250 STEERING WHEEL,

three spoke slotted metal frame, shaped and varnished wooden rim 40cm diameter, central hub with Ferrari horn push.
£1,500 - 2,500
€1,600 - 2,700

16

A FERRARI 250 GT STEERING WHEEL, BELIEVED BY NARDI, ITALIAN,

three spoke centre with dark wooden outer, 42cm diameter, some wear and rubbing from use.

£1,500 - 2,000

€1,600 - 2,200

17

A FERRARI 275 STEERING WHEEL BY MOMO, ITALIAN,

three spoke metal centre, stamped momo on back of central spoke with varnished wooden outer, 40cm diameter, some wear and rubbing from use.

£1,500 - 2,000

€1,600 - 2,200

18⁰

A ROLLS-ROYCE RADIATOR SURROUND WITH MASCOT,

polished stainless steel with shuttering, fitted with kneeling Spirit of Ecstasy mascot and enamelled radiator badge, 79 x 55cm, display mounted to wooden base, standing 97cm high overall.

£1,000 - 1,200

€1,100 - 1,300

19⁰

A ROLLS-ROYCE RADIATOR SURROUND WITH MASCOT,

polished stainless steel with shuttering, fitted with Spirit of Ecstasy mascot and enamelled radiator badge, 79 x 55cm, display mounted to wooden base, standing 100cm high overall.

£1,000 - 1,200

€1,100 - 1,300

20

A 'ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB' ENAMELLED CAR BADGE,

recently re-enamelled and re-chromed by Pamela David Enamels of Exeter, in scarlet enamel and featuring the Rolls-Royce Spirit of Ecstasy and Bentley Winged 'B' emblems, 10.5cm high, contained in later dark green presentation jewellery case bearing an original 1976 Club Member's card recording membership number 'A203' fixed to inside of lid.

(2)

£1,000 - 1,400

€1,100 - 1,500

21

A 'CHIEFTAIN RIDING SNAIL' MASCOT BY A E LEJEUNE, BRITISH, 1920S,

stamped 'AEL' and 'R/D' to rear of base, nickel-plated bronze, depicting a Native American Chieftain riding an oversized snail, with wire-twist reins but lacking club, 14cm long, mounted on a turned wooden display base.

£2,000 - 2,500

€2,200 - 2,700



18

19



20



21



22



25



26 (part)



26 (part)



23



24

22

A "CHIEN TECKEL" OR DACHSHUND MASCOT BY A BEQUEREL, FRENCH, 1920S,

signed solid nickel by Etling Foundry of Paris, 15.5cm high.

£1,000 - 1,500
€1,100 - 1,600

23

A SCHNEIDER TROPHY SEAPLANE SUPERMARINE MASCOT,

nickel-plated, inscribed 'Rolls-Royce' under one float, with rotating propeller, 15cm wingspan, 13cm long overall, mounted on a turned wooden display base.

£1,000 - 1,500
€1,100 - 1,600

24

AN EARLY 'SINGLE WING' 3½ LITRE BENTLEY WINGED 'B' MASCOT, EARLY 1930S,

after the original design by Charles Sykes, marked 'Bentley Motors 1931 Ltd' to underside of 'B', chromed with single-wing design, 9.5cm long, mounted on correct radiator cap.

£1,000 - 1,500
€1,100 - 1,600

25

A 'FROG DRAGGING SHELL' MASCOT BY LOUCHET, FRENCH, CIRCA 1920,

stamped 'Louchet' to side of shell and 'Depose' to rear of base, nickel-plated bronze mascot depicting a frog dragging a snail shell, 11cm long, mounted on a radiator cap.

£1,000 - 1,500
€1,100 - 1,600

26[†]

A ROLLS-ROYCE 'LATE' GHOST 'SPIRIT OF ECSTASY' MASCOT, 1918-1925,

marked 'RR.Ltd 6.2.11. Charles Sykes' around the base and marked 'Reg. US Pat Off' and 'Trade Mark Reg' under the wings, chrome plating over original nickel plating, 16cm high, mounted on a radiator cap above a turned wooden display base, offered together with a pair of decorative cut-glass posey holders, 18cm high, with nickelled mounting brackets, to suit interior of Rolls-Royce or similar period Limousine.

(3)
£1,000 - 1,200
€1,100 - 1,300



27

27†
A 'DANSEURS TETE-A-TETE' MASCOT BY RUFFONY, FRENCH, CIRCA 1925,
 signed and with 'A N Paris' foundry marking to rear of base, nickel-plated bronze mascot of two dancers 'cheek-to-cheek', 14cm high, mounted on a period radiator cap above a turned wooden display base.
£1,000 - 1,500
€1,100 - 1,600

28†
A 'LEAPING FROG' MASCOT MANUFACTURED BY LOUIS LEJEUNE AFTER A. RENEVEY, BRITISH, POST-WAR,
 a later chromed example of the original design created by Renevey in the 1920s, with 'Reveney' mark to rear of base and stamped 'Made in England (LL)' and 'Lejeune' to underside of base, 17cm long, in Asprey carton box (worn).
£1,000 - 1,500
€1,100 - 1,600

This mascot is of the type once fitted to the Ford Escort of Lady Diana Spencer (later the Princess of Wales), a gift from her sister Lady Sarah Spencer to remind her of the fairy story about the beautiful girl who kisses a frog which turns into a handsome prince.



28

29
A RARE 'OURAGAN' (GORGON MEDUSA) MASCOT BY GEORGE POITVIN FOR HERMES OF PARIS, 1920S,
 signed 'G.Poitvin' and with 'Syndicate des Fabricators de Bronzes' foundry mark and stamped numbers to rear of base, believed silver-plated bronze mascot depicting the mythical figure with flowing drapery, 11cm high, mounted on a black marble display base.
£1,600 - 2,200
€1,700 - 2,400



29



30



31 (detail)

30†

A 'LUCIFER GOLFING SOCIETY' CAR MASCOT, BRITISH, 1921,

unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and bag of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap above a turned wooden display base.

£2,000 - 3,000

€2,200 - 3,200

In 1921 Sir Hedley le Bas and friends founded the Society, an exclusive private gentleman's club in London, limited to only 60 members rising to a limit of 100 in 1925. Members included Charles Sykes, Edward VII, George V, Edward VIII and the Duke of Edinburgh. In 1936 Charles Sykes became the Society's Captain.

31

W. O. BENTLEY'S PERSONAL COLLECTION OF PROTOTYPE CASTINGS OF THE POST-1931 BENTLEY WINGED B MASCOT DEVELOPMENT PROCESS,

comprising 4 mascots mounted on a later white painted wooden display, comprising left to right, Charles Sykes's prototype for the single Winged B, bronze, signed Sykes on the base, 6cm high; a bronze thinner single winged B, after the original design by Sykes, closer to the production model used on the 3½ litre car in 1933, 6.3cm high; a heavy double winged mascot, bronze, 6.8cm, left side of B drilled and a flash-chromed bronze lost-wax casting of a lighter double winged B, the very mascot accepted by the board and used in 1936, 5cm high.

£3,500 - 4,500

€3,800 - 4,800

According to information supplied by the vendor this lot was formerly the property of R H Shrimpton, stalwart member of the Bentley Drivers Club and Midlands Chairman from late 1950s to early 1960s. The lot is sold with a copy of a hand-written letter, a written provenance and a typed transcript of the provenance signed by R H Shrimpton.

32†

A RARE 'BAT' MASCOT BY ANTOINE BOFILL, FRENCH, CIRCA 1915,

signed to rear with 'MAM' foundry stamp and 'acorn' foundry stamps to support bar under base, nickel-plated bronze, in the form of a bat with wings outstretched, 9cm high, 17cm wingspan, mounted on a radiator cap above a turned wooden display base.

£3,000 - 4,000

€3,200 - 4,300



31



32



33



33

33[†]
**A 'RODEO' MASCOT BY A E LEJEUNE
 AFTER THE ORIGINAL DESIGN BY
 CHARLES PAILLET, BRITISH, CIRCA 1920,**
 signed 'Paillet' to base and stamped 'AEL' to
 rear of base, nickel-plated bronze, depicting
 a 'Cowboy' leaping from his steed onto a
 bull, from the original design by the French
 sculptor Charles Paillet and sold to London
 based Augustine and Emil Lejeune in 1917 and
 produced under copyright, measuring 13cm
 long, mounted on a turned wooden display
 base.

£3,000 - 4,000

€3,200 - 4,300

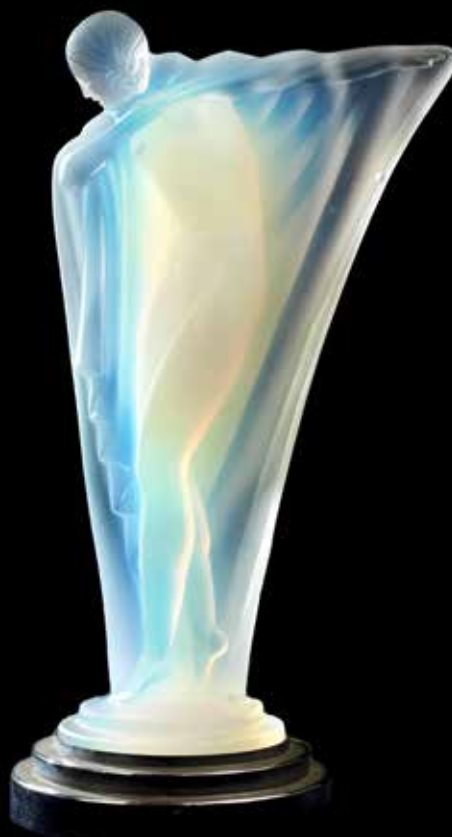
34[†]
**AN ART DECO 'DRAPED NUDE' MASCOT
 IN OPALESCENT GLASS BY LUCILE
 SEVIN FOR ETLING OF PARIS, FRENCH,
 INTRODUCED 1932,**

moulded 'Etling France 50' to edge of base,
 depicting a graceful female nude holding her
 dress out, internal bubble to drapery, 20.5cm
 high overall, with stepped metal base.

(2)

£2,000 - 3,000

€2,200 - 3,200





35

35†
A 'DRAPED SPEED NYMPH' MASCOT BY A E LEJEUNE, BRITISH, 1920S,

stamped 'REG ED AEL' to rear of base, after an original design by L V Aronson, nickel-plated bronze mascot depicting a graceful female nude, standing 17cm high, mounted on a turned wooden display base.

£2,000 - 3,000
 €2,200 - 3,200



36

36†
AN ART DECO 'MARABOUT' MASCOT BY ARTUS, FRENCH, CIRCA 1930,

signed 'Artus' to front of base, plated alloy, in the form of a standing Marabou Stork, some lifting to plating to tip of beak, 16.5cm high, mounted on a turned wooden display base.

£2,000 - 3,000
 €2,200 - 3,200

37†

**A FINE AND RARE 'LA GLOIRE' MASCOT BY VICTOR ROSSI,
FRENCH, CIRCA 1920,**

signed 'V Rossi' to rear of base, one of a series of allegorical mascots produced by 'L'Art Allégorique, 17 rue Le Marois, Paris, nickel plated bronze, depicting a kneeling draped female nude with flowing hair and arms outstretched forward in flight, 17cm long, mounted above a period radiator cap above a turned wooden display base.

£10,000 - 15,000

€11,000 - 16,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



38

A 'TETE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,

moulded 'R.Lalique' and 'France' to either side of neck, in clear and frosted glass, 14cm long, fitted within metal mount above a period nickelled radiator cap.

£1,500 - 2,000
€1,600 - 2,200



39

TWO ART DECO 'NU LONGS CHEVEUX' MASCOTS IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, CIRCA 1932,

each moulded 'Etling France 86' to rear of base, in the form of a graceful female nude with long cascading hair, 22.5cm high, one with chip to rear of left hand, the other with chip to right shoulder, offered together with a reproduction 'Draped Nude' glass mascot by Cristal de Sevres of France, 1970s, etched 'Sevres France' under base, and engraved 'Cristal de Sevres' and numbered '729/2000' to edge of base, a limited edition after the original design by Lucile Sevin for Etling, in satin glass depicting graceful draped female standing holding her dress out, with her head held to one side, 20.5cm high.

(3)
£1,000 - 1,200
€1,100 - 1,300



40

A 'COQ NAIN' MASCOT IN TOPAZ COLOURED GLASS WITH SCARLET CORE BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,

moulded 'R Lalique' and 'France' to either side of base and with engraved catalogue number 'No.1135' to rear of base, depicting a standing cockerel with claws intact, 20cm high.

£2,000 - 2,500
€2,200 - 2,700

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

41 •

CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A LIMITED 'OWNERS' EDITION' AND ACCOMPANYING BENTLEY REGISTER, PUBLISHED BY PALAWAN PRESS, 2003,

limited 'Owners' Edition' of 208 copies published, in buckram wrap-around covers with pop-stud and gilt tooling, large 4to, numbered to title page with chassis number 'BC73C', 400 numbered pages, well illustrated reference title relating to the R-Type Continental, and with accompanying Bentley Register for the Continental Sports Saloon, black card covers, 231 numbered pages, with build and ownership details of the cars, originally both issued as part of a boxed presentation set (not included with the Lot).

(2)

£1,000 - 1,500

€1,100 - 1,600

Of the 358 copies of this book published, 15 were produced as Standard Editions, with the remaining 208 published as Owners' Editions which were issued as part of a presentation boxed set, for owners of the R-Type Continental, with 'owners' manual' style cover and each numbered with the corresponding chassis number.

42 • ♦

MOTOR CYCLING AND MOTORING/THE MOTOR: BOUND VOLUMES 1-7 (1902-1905) AND VOLUME 15 (1909),

comprising Motor Cycling and Motoring bound as two Volumes in green cloth publishers bindings with gilt tooling, Volume 1 bound with reproduction Issue 1 (February 12th 1902) and continuing with original Issue 2 (February 19th 1902) to Volume 2 Issue 52 (February 4th 1903), and then continuing with later title The Motor (Incorporating Motor Cycling and Motoring) Volumes 3-7, bound as 7 volumes, some in publishers green cloth bindings, covering Volume 3 Issue 53 (February 11th 1903) to Volume 7 Issue 184 (August 1st 1905), some bound with advertisements, and together with bound Volume 15 of The Motor, covering Issue 369 (February 2nd 1909) to Issue 394 (27th July 1909), bound with photocopied contents.

(10)

£1,500 - 1,800

€1,600 - 1,900

43

A FERRARI 275 GTB4 PININFARINA SPARE PARTS CATALOGUE, 1967,

number 17 67, red and white card covers, with repair to spine, 42 printed pages, (now staple bound, back page detached), large 8vo, garage used with some smudging and discolouration to covers and pages.

£1,000 - 1,500

€1,100 - 1,600



41



43



44



45

44

A FERRARI 330 GTC COUPE OWNER'S MANUAL AND SPARE PARTS CATALOGUE IN REPRODUCTION WALLET,

the owner's manual with yellow glossy card covers, printed by Studio Calderini of Italy, dated 09/66, 98 numbered pages, the parts catalogue, stud-bound yellow card covers, both 8vo, in Italian, French and English text, contained in reproduction brown leather wallet with Cavallino emblem to corner, offered together with a pair of rear number plate lights for the car, chromed cases with Carello ridged lenses and red-painted mounting brackets and with wiring.

(5)

£1,000 - 1,500

€1,100 - 1,600

45

A FERRARI 330 GTC COUPE OWNER'S MANUAL WITH LEATHER WALLET,

the owner's manual with yellow card covers, printed by Studio Calderini of Bologna and dated 09/66, Italian, French and English text, minor wear to lower edge of spine and handwritten annotation to title page but in otherwise good general order, 8vo, offered together with original owner's leather wallet with Cavallino emblem to corner and with watered silk lining, some wear to wallet.

(2)

£1,000 - 1,500

€1,100 - 1,600

46

A FERRARI 365 GTB/4 DAYTONA LEATHER WALLET AND CONTENTS, 1969-70,

the brown leather wallet embossed with Ferrari prancing horse logo, press stud opening to divided interior housing Ferrari operating, maintenance and service handbook, with text in English, Italian and French, a good clean example, very light wear to wallet.

(2)

£1,800 - 2,400

€1,900 - 2,600



42



46



47



48

47
A FERRARI DINO 246GT OWNER'S WALLET AND CONTENTS, EARLY 1970S, the brown leather wallet with press stud tab, opening to divided silk lined interior housing Dino 246gt operating, service and maintenance (sic) manual, in Italian, French and English text, title page marked FROM CAR N. 01118, publication number 48, 1972; 1969 Spare Parts catalogue, number 30 69 in three languages; 1970 Authorised Ferrari Service Agents directory with text in five languages, number 37 70, with three Voxon stereo publications, some light wear to wallet, interior dividers in fair condition, books in clean condition, covers a little worn, Voxon documents in fair condition, with some creases and marks.

(Qty)
 £2,500 - 3,500
 €2,700 - 3,800



49



50

48
A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S WALLET AND CONTENTS, MID 1960S,

the dark brown leather wallet embossed with Ferrari prancing horse logo, opening to divided interior housing Ferrari 250 GT/E coupe pininfarina 2+2 usage et entretien (operating, maintenance and service handbook), French text and a Bulletin de Garantie booklet, French text, both in very clean condition, some very light wear to wallet.

(3)
 £4,500 - 5,500
 €4,800 - 5,900



51

SIR STIRLING, THE BLONDE AND THE MASERATI

49
A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S WALLET AND CONTENTS, MID 1960S,

the brown leather wallet embossed with Ferrari prancing horse logo, opening to divided interior housing Ferrari 250 GT/E coupe pininfarina 2+2 operating, maintenance and service handbook, English text (spine loose, workshop used, some pages with handwritten annotations), and a Bulletin de Garantie booklet (French text, in very clean condition) some very light wear to wallet.

(3)
 £5,000 - 6,000
 €5,400 - 6,500

50
A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S WALLET AND HANDBOOK, ITALIAN, AUGUST 1961,

the brown leather wallet embossed with Ferrari prancing horse logo, opening to divided interior housing Ferrari 250 GT/E coupe pininfarina 2+2 'uso e manutenzione' book, Italian text, (operating, maintenance and service handbook), 8vo, (spine loose with taped repair to rear, workshop used, some pages with handwritten annotations, cover and spine worn).

(2)
 £7,000 - 9,000
 €7,500 - 9,700

51
'SIR STIRLING, THE BLONDE, AND THE MASERATI', A LIMITED EDITION PHOTOGRAPHIC PRINT SIGNED BY STIRLING MOSS,

a first edition of the print numbered 06/50, colour image by photographer Neill Watson depicting Moss in Nick Mason's Maserati 250F at Donington with an attractive female admirer, signed by Moss in black marker, 30 x 42cm, together with a Certificate of Authenticity confirming the signing at the Metropolitan Hotel on 21st November 2013.

(2)
 £1,200 - 1,500
 €1,300 - 1,600



52



53



54



55



56

52
HARRIET GILLETT (1995 -): 'THE ALFA P3 IN MOTION',

initialled 'HG', acrylic on canvas, depicting one of the most important designs in Grand Prix racing history, ex-Scuderia Ferrari, ex-Richard-Shuttleworth, 1935 Donington Grand Prix-winning 1932-4 Alfa Romeo Tipo B Grand Prix Monoposto, 60 x 80cm (4cm deep box canvas).

£1,000 - 1,500
€1,100 - 1,600

Gillett, Harriet (b. 1995 East Yorkshire, UK) is a self-taught painter currently based in London. After leaving Edinburgh University in 2017 with a first class degree in English Literature, she has followed further training at the Royal Drawing School in 2018 and has been mentored by her friend Dexter Brown. She has exhibited across the UK, and her work is held in private collections internationally. Her background growing up around vintage and classic cars means that they have become a natural subject for exploring her interest in expressing movement and energy.

53^{AR}
ROY NOCKOLDS (BRITISH, 1911-1979), 'BENTLEY AT HOME',

signed, oil on canvas, depicting a Bentley R-Type Continental parked on the drive at a country residence, 49 x 59cm, within a gilt wooden frame.

£1,000 - 1,200
€1,100 - 1,300

54[◇]
A PAINTED CAST ALUMINIUM SIGN DEPICTING THE LAMBORGHINI BADGE,

modern, preliminary casting used as artist's proof for a proposed limited edition of 15 pieces, with black painted ground, with brackets to reverse for wall mounting, 58 x 52cm.

£1,000 - 1,400
€1,100 - 1,500

55[◇]
A PAINTED CAST ALUMINIUM SIGN DEPICTING THE PORSCHE SHIELD,

modern, number 1 of a limited edition of 15 examples, with painted red and black ground, with bracket to reverse for wall mounting, 77 x 59cm.

£1,000 - 1,400
€1,100 - 1,500

56
A PAINTED CAST ALUMINIUM JAGUAR SIGN,

modern, preliminary casting used as artist's proof for a proposed limited edition of 15, circular emblem based upon Jaguar horn push design, with black painted ground, with bracket to reverse for wall mounting, 59cm diameter.

£1,000 - 1,200
€1,100 - 1,300



57



59



58



60

57[◊]
**A PAINTED CAST ALUMINIUM SIGN
 DEPICTING THE 1961-1963 JAGUAR
 EMBLEM,**

modern, larger example, preliminary casting
 used as artist's proof for a proposed limited
 edition of 15, with red painted ground, with
 brackets to reverse for wall mounting, 38 x
 98cm.

£1,000 - 1,200

€1,100 - 1,300

58
**A PAINTED CAST ALUMINIUM SIGN
 DEPICTING THE 1961-1963 JAGUAR
 EMBLEM,**

modern, smaller example, number 3 of a
 limited edition of 15 examples, with red
 painted ground, with bracket to reverse for wall
 mounting, 23 x 58cm.

£1,000 - 1,200

€1,100 - 1,300

59[◊]
**A PAINTED CAST ALUMINIUM SIGN
 DEPICTING THE DAVID BROWN ASTON
 MARTIN EMBLEM,**

modern, number 3 of a limited edition of 15
 examples, depicting the winged badge, with
 black and cream painted ground, with bracket
 to reverse for wall mounting, 87cm wide.

£1,000 - 1,400

€1,100 - 1,500

60[◊]
**A PAINTED CAST ALUMINIUM SIGN
 DEPICTING THE BUGATTI EMBLEM,**

modern, number 2 of a limited edition of 15
 examples, oval sign depicting the badge, with
 red painted ground, with bracket to reverse for
 wall mounting, 40 x 78cm.

£1,000 - 1,400

€1,100 - 1,500

61[◊]
**A PAINTED CAST ALUMINIUM E-TYPE
 JAGUAR SIGN,**

modern, number 1 of a limited edition of 15
 examples, circular emblem based upon the
 E-Type horn push, with black painted ground,
 with bracket to reverse for wall mounting, 59cm
 diameter.

£1,000 - 1,200

€1,100 - 1,300



61



62



63

62[◊]
**A CAST ALUMINIUM SCULPTURE OF A
 PORSCHE 911,**

modern, artist's proof for a proposed limited
 edition of 15, hollow cast polished aluminium
 depiction of the car, 59cm long.

£1,000 - 1,200

€1,100 - 1,300

63[◊]
**A SET OF FOUR CAST ALUMINIUM CAR
 SCULPTURES,**

modern, smaller of two sizes made, unique
 one-off castings, comprising Jaguar D-type,
 Jaguar E-type fixed head coupe, Jaguar E-type
 lightweight and Aston Martin DBR1, each with
 detachable cast aluminium pedestal base.

(8)

£1,100 - 1,300

€1,200 - 1,400



64



64

64^{♦♦}

A HAND-PAINTED 'NIGEL MANSELL - WILLIAMS RENAULT FW14B 1992' CELEBRATORY ROUND EL,

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround, celebrating Mansell's 1992 World Championship victory for the Williams Renault Team, 100cm diameter, offered together with a hand-painted cut-out wooden panel featuring the Esso 'Mr Drip' character waving a checkered flag, 150cm high.

(2)
 £1,000 - 1,200
 €1,100 - 1,300



66

65^{♦♦}

A HAND-PAINTED 'ASTON MARTIN DB4 GT ZAGATO' CELEBRATORY OVAL PLAQUE,

modern, for garage display, painted wooden oval panel with fibre-glass raised laurel leaf surround, celebrating Jim Clark's drive at the 1961 Goodwood Tourist Trophy race, 120cm wide, offered together with a cold-cast resin and brass composite Zagato Milano 'Z' badge, 70 x 100cm.

(2)
 £1,000 - 1,200
 €1,100 - 1,300

66^{♦♦}

A HAND-PAINTED 'MISS DRIP' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 120cm high.
 £1,000 - 1,200
 €1,100 - 1,300



67

67^{♦♦}

A HAND-PAINTED 'MR DRIP' STANDING FORECOURT FIGURE,

modern, fibreglass construction, 120cm high.
 £1,000 - 1,200
 €1,100 - 1,300

68^{♦♦}

'STIRLING MOSS - ASTON MARTIN DBR1', AN ARTWORK ON CANVAS,

modern, acrylic on canvas, depicting Moss at the wheel, 130 x 98cm, offered together with a cold-cast resin and aluminium composite Aston Martin winged emblem, for garage display, 150cm wide.

(2)
 £1,000 - 1,200
 €1,100 - 1,300



68



68

69⁰⁰

A HAND-PAINTED 'JAMES HUNT - WORLD CHAMPION 1976' CELEBRATORY ROUNDEL,

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround, celebrating Hunt's success with the Marlboro McLaren M23 car, offered together with a hand-painted cut-out wooden panel depicting James Hunt's Hesketh Racing 'Teddy Bear' mascot, 120cm high.

(2)
 £1,000 - 1,200
 €1,100 - 1,300

70⁰⁰

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,

modern, fibreglass construction, wearing Michelin 'sash', 120cm high.

£1,000 - 1,200
 €1,100 - 1,300

71⁰⁰

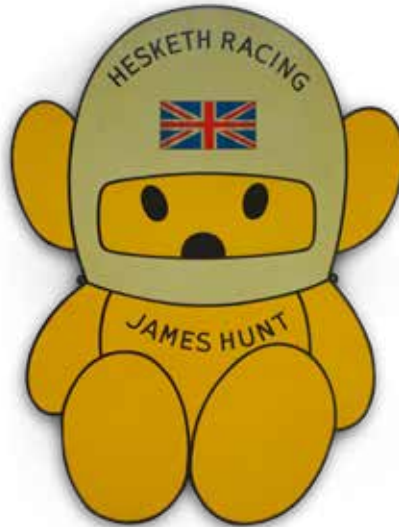
'STEVE MCQUEEN, AN ARTWORK ON CANVAS,

modern, acrylic on canvas depicting the 'King of Cool' wearing the iconic Gulf-Porsche Heuer jacket, 130 x 85cm, offered together with a 'Heuer Monaco' garage display emblem, modern, cold-cast resin and brass composite, 83 x 117cm.

(2)
 £1,000 - 1,200
 €1,100 - 1,300



69



69



71



71



70



72

72⁰⁰
AN EIGHT PIECE 'ROLLS-ROYCE' LEATHER LUGGAGE SET,

a 'one off' sample set, in black heavy leather, with 'RR' logos to locks and elsewhere, comprising two large suitcases, 72cm wide, one medium suitcase, 63cm wide, and one small suitcase, 49cm wide, two Gladstone type bags, 62cm and 54cm wide, a suit-carrier, and a vanity case, 33cm wide, each with grey silk lining with 'RR' motif pattern, with keys.

(8)
£1,000 - 1,500
€1,100 - 1,600



74

73
TWO PIECES OF LEATHER MOTORING LUGGAGE,

the first a Dunhill custom order horse-shoe gent's case, in black leather, with combination lock, brown watered silk lining with interior tray, 47cm wide, the second an Alfa Romeo red leather briefcase, with wooden handle, 41cm wide, in original box and with leaflet, together with an Alfa-Romeo wallet in original box.

(3)
£1,000 - 1,500
€1,100 - 1,600



73

74
A MASERATI SUITCASE,

tan leather with stitched grille pattern and Maserati Trident badge to lid, zip opening to reveal Maserati patterned material lined interior with internal suit carrier, the case with fixed handle, 56 x 63 x 14cm overall, hardly used with very light wear.

(2)
£1,000 - 1,500
€1,100 - 1,600

75
A SIX-PIECE LEATHER LUGGAGE SET FOR FERRARI TESTAROSSA, BY SCHEDONI, ITALIAN,

each in brown leather with tan lining, comprising lady's and gent's suit-bags, a holdall with front pouch, two vanity cases, and a briefcase with combination locks, each with luggage tags and three with key-sets, each impressed with Prancing Horse and 'Testarossa' logos, some light dappling in places to leather and some flaking to lining of handle clasps to three pieces, in otherwise good general order showing little sign of use and with accompanying cloth draw-string bags.

(12)
£4,000 - 6,000
€4,300 - 6,500

76^{† 00}
A LARGE LEATHER CASE FITTED WITH PICNIC ACCESSORIES BY G W SCOTT & SONS FOR SIX-PERSONS,

large brown leather case with leather handles to each end, brass locks, catch and rivets, the lid opening to interior with wooden compartments fitted with various picnic accessories comprising a G W Scott & Sons wicker-handled copper and brass kettle with burner, one large and two smaller Thermos flasks, four wicker-covered drinks bottles, two large ceramic based food boxes, three other assorted food tins, six ceramic tea-cups with saucers, six drinking glasses in wicker frames, ceramic Butter and Preserves jars, and three other condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 100 x 47 x 22cm overall.

£5,000 - 6,000
€5,400 - 6,500



75



77



76



78



79



80

77
TWO LEATHER SUITCASES BY ALFRED DUNHILL FOR BENTLEY,
 handmade cases in red leather, each with chromed locks and embossed Bentley Winged 'B' logo to edge of lid, with charcoal leather lining and each with two keys, in good general order showing little sign of use but some light impression marks to exterior in places, measuring 61 and 56cm wide respectively.
 (2)
£1,000 - 1,500
€1,100 - 1,600

78†
A LEATHER-CASED TRAVELLING COCKTAIL SET FOR SIX PERSONS BY JAMES DIXON & SONS, BRITISH, CIRCA 1910,
 tan pig-skin cylindrical case with handle to lid, opening to interior fitted with central electro-plated cocktail shaker containing a set of six stacking drinking tots, and a glass bitters bottle, and surrounded by set of three Electro Plated Britannia Metal curved 7oz hip-flasks for 'Gin', 'Italian' and 'French', the case measuring 20cm high overall.
£1,000 - 1,500
€1,100 - 1,600

79†
A TRAVELLING COCKTAIL SHAKER SET FOR FOUR PERSONS, 1930S,
 plated metal cocktail shaker containing three glass spirit flasks, incorporating lemon squeezer, with set of four stacked gilt-lined drinking tots contained in the lid, main case and cap both stamped '559', standing 29cm high overall.
£1,500 - 2,000
€1,600 - 2,200

80†
A CASED COCKTAIL SET FOR SIX PERSONS BY WALKER & HALL OF SHEFFIELD, 1936,
 blue textured leather-cloth case, with hinged lid opening to interior fitted with central EPNS cocktail shaker with maker's markings to underside, six cut-glass drinking tots and six sterling silver cocktail sticks surmounted with miniature cockerel emblems, hallmarked Walker & Hall, Birmingham, 1936, the case measuring 31cm wide.
£1,500 - 2,000
€1,600 - 2,200



85

81†
A LEATHER-CASED TRAVELLING DRINKS SET FOR FOUR PERSONS, CIRCA 1909,
 brown leather case with handle, opening to interior with wicker frame fitted with 1 pint glass and EPNS drinks flask by James Dixon & Sons, etched with cockerel design, four other glass drinks bottles and four gilt-lined drinking tots, the inside edge of lid applied with 'Harrods Ltd London SW' plaque, the case measuring 34cm wide, with keys.
£2,000 - 3,000
€2,200 - 3,200

82
A CASED 'EN ROUTE' DRINKS SET FOR TWO PERSONS BY DREW & SONS OF PICCADILLY, CIRCA 1909,
 A cased 'En Route' drinks set for two persons by Drew & Sons of Piccadilly, circa 1909, black leather-cloth case with leather carrying strap, nickelled handles, locks and catches, with lid with Ivorine maker's plaque to edge and with fall-front opening to interior with wicker framework, fitted with vacuum flask, glass drinks bottle with two tumblers, a smaller glass bottle, four assorted food tins, two ceramic 'En Route' cups with saucers and two smaller cups, and cutlery, many pieces with Drew & Sons maker's marks, the case with leather carrying strap (repaired) and measuring 27.5 x 21 x 29cm, together with a spare vacuum flask.
 (2)
£1,000 - 1,500
€1,100 - 1,600

83†
AN EDWARDIAN LEATHER-CASED TEA-SET FOR TWO PERSONS, CIRCA 1905,
 believed by J C Vickery, honey leather case with handle, nickelled lock and catch, with lid and fall-front opening to wood and textured red leather interior fitted with wicker-handled kettle with burner, glass milk bottle, two food tins, two gilt-handled tea-cups, spirits flask and sugar bowl, with saucers, spoons and Vesta case housed behind leather straps in the fall front, the case measuring 29 x 17 x 17cm.
£1,000 - 1,500
€1,100 - 1,600

84†
A WICKER-CASED PICNIC/DRINKS SET FOR FOUR PERSONS BY BARRETT & SONS, CIRCA 1905,
 the wicker case with brass handle, the lid opening to interior with wicker framework, fitted with vacuum flask, wicker-covered drinks bottle, a smaller glass bottle, a food tin, four small bone china tea-cups, four gilt-lined drinking tots and two condiments jars, with cutlery and ceramic serving plates housed behind leather straps in the lid, the case measuring 37 x 31 x 15cm.
£1,000 - 1,500
€1,100 - 1,600



81



82



83



84



86

85^o
A CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS, CIRCA 1909,

brown pig-skin case with leather handle, nickelled lock and catches with lid with embossed initials 'J.L.B.' opening to wooden compartmentalised interior fitted with wicker-handled copper kettle with burner, two wicker-covered glass bottles, a smaller glass bottle, Coracle brand ceramic based food box, a food tin, set of four gilt-handled bone china tea-cups with saucers, four glass tumblers, and other accessories, with circular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 57 x 38 x 20cm overall.

£1,500 - 2,000
 €1,600 - 2,200

86^{† o}
A 'CORACLE' BRAND WICKER-CASED PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1909,

the wicker case with handles and locking bar, the lid opening to wicker compartmentalised interior fitted with copper kettle with burner, three wicker-covered drinks bottles of various sizes, a smaller glass bottle, a 'Coracle' ceramic-based food box, two other food tins, a set of four Aynsley bone china tea-cups with matching saucers, four glass tumblers, a ceramic Butter jar and two condiments jars, with cutlery and circular enamel plates housed behind leather straps in the lid, the case measuring 61 x 35 x 22cm.

£2,000 - 3,000
 €2,200 - 3,200



87



88

87[†]
A LEATHER-CASED PICNIC/DRINKS SET FOR FOUR PERSONS, 1920S,

brown leather case with handle, opening to interior with wooden compartments fitted with Thermos flask, wicker-covered drinks bottle, a smaller glass bottle, a Coracle brand ceramic-based food box, four Bisto china tea-cups and four gilt-lined drinking tots, with cutlery and four ceramic serving plates housed behind leather straps in the lid, the case 36cm wide and with embossed initials 'D.M.A.' to lid, and complete with brown canvas outer cover, similarly initialled 'D.M.A.'.

£2,000 - 2,500
 €2,200 - 2,700

88^o
A LARGE CASED PICNIC SET FOR SIX-PERSONS, PRE-WAR,

large brown leathercloth suitcase with leather-reinforced riveted edging, leather handles, nickelled locks and catches, with lid opening to compartmentalised wooden interior fitted with period Drew & Sons picnic accessories including wicker-handled kettle and burner, large Thermos flask, two wicker-covered glass drinks bottles, two smaller glass bottles, two Coracle brand ceramic based food boxes, two other food tins, six ceramic cups with saucers, six glass tumblers, ceramic Butter and Preserves jars, a cocktail shaker with two internal flasks, and two enamel serving plates, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 90 x 52 x 28cm overall.

£3,000 - 3,500
 €3,200 - 3,800



89 (part)

89⁰⁰

THE MAURICE ROWE PHOTOGRAPHIC ARCHIVE, OFFERED FOR SALE WITH FULL COPYRIGHT,

a considerable archive of original Motorsport photographs, photographic prints, and negatives, taken by Maurice Rowe, monochrome and colour images, contained in 31 box files and photographic boxes, majority titled, covering a wide range of Motorsport subjects and events, and including: 'Pre-War' (including Mercedes), 'Italian-Ferrari', 'Le Mans' (4 boxes), 'Formula 1' (4 boxes), 'Rallies' (including Monte-Carlo and Tulip) (2 boxes), 'Sports Cars/Saloon Cars', 'Lotus/Jim Clark', 'RAC Rally', 'Ford GT40', 'Sicily Targa Florio', 'Monaco GP', 'MG Record Cars', 'Road Cars', 'Personalities at Races' (2 boxes), 'Road Test Cars' (2 boxes), 'Minis' and other subjects. Offered for sale with full copyright. Inspection advised.

(Qty)

£8,000 - 12,000
€8,600 - 13,000

90

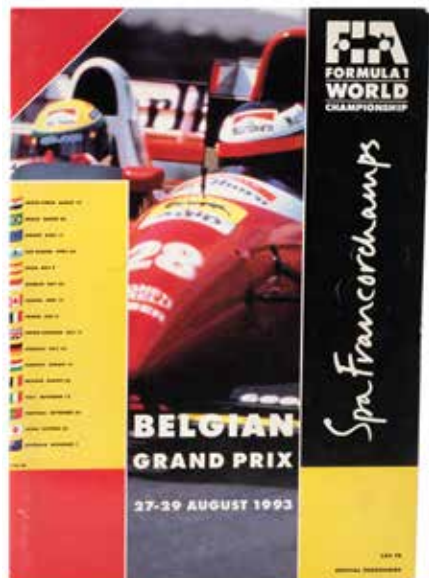
A 1974 BRANDS HATCH 1000KMS RACE POSTER, SIGNED BY COMPETING DRIVERS,

for the World Championship Sports Car Race held on 29th September organised by the BRSCC, signed throughout at the event by the competing drivers at signing on, in excess of 75 signatures including Derek Bell, David Hobbs, Jean-Pierre Beltoise, Jean-Pierre Jarier, Gerard Larrousse, Henri Pescarolo, Peter Gethin, Brian Redman, Herbert Muller, Bob Wollek and many others, the poster measuring 76 x 50cm.

£1,000 - 1,500
€1,100 - 1,600



90



91

91•

A 1993 BELGIAN GRAND PRIX RACE PROGRAMME, SIGNED BY MANY COMPETING DRIVERS INCLUDING SENNA,

official programme in English and French text for the Spa Francorchamps event held on 27th-29th August, signed in ball-point by the respective drivers to their relevant profile description, and comprising: Damon Hill, Alain Prost, Ukyo Katayama, Andrea de Cesaris, Michael Schumacher, Riccardo Patrese, Michael Andretti, Ayrton Senna, Derek Warwick, Aguri Suzuki, Johnny Herbert, Rubens Barrichello, Thierry Boutsen, Philippe Alliot, Erik Comas, Christian Fittipaldi, Pierluigi Martinini, Martin Brundle, Mark Blundell, Jean Alesi, Gerhard Berger, Karl Wendlinger and JJ Lehto.

£1,000 - 1,200
€1,100 - 1,300

92•

BENNO MULLER & H U WIESELMANN: RENNFAHRER; AN EDITION OF THE BOOK SIGNED BY RACE DRIVERS,

published 1961, hard covers, German text title with photographic portrait images by Muller of race drivers, signed by Muller and the respective drivers to their relevant profile page and comprising: Jack Brabham, Graham Hill, Bruce McLaren, John Surtees, Innes Ireland, Colin Chapman, Jim Clark, Phil Hill, Richie Ginther, Masten Gregory, Maurice Trintignant, Willy Mairesse, Paul Frere, and Karel Graf Godin de Beaufort.

£1,200 - 1,500
€1,300 - 1,600

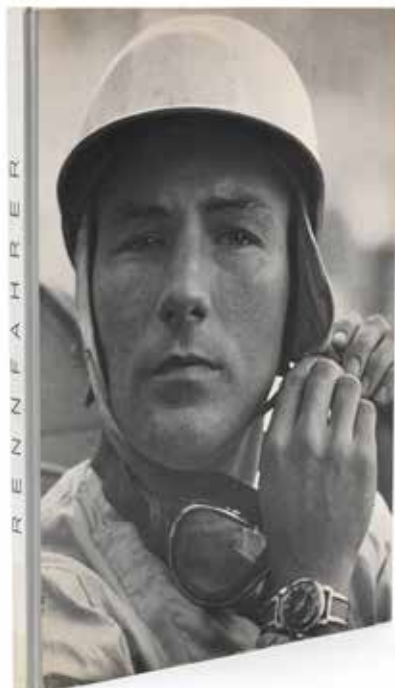
93

A COMPLETE RACING OUTFIT WORN BY W J O BLENKINSOP, LOTUS 7 BMC DRIVER 1968,

comprising Everoak open face helmet 6½ retailed by Les Leston, silver grey with taped central black stripe, fitted with detachable peak and visor, spare peak, ROD rubber goggles with dark lens, two piece blue Les Leston Protex 'Dunlop' sponsored driving suit, jacket size 38, trousers with adjustable waistband 30-34 inch, 27 inch inside leg, (worn with some tears to legs), pair of Les Leston Protex driving gloves (medium), a pair of size 8 black leather racing boots, flame retardant balaclava and undergarments, together with a photocopied photograph showing "Bill" Blenkinsop at speed in his Lotus 7.

(Qty)

£1,200 - 1,600
€1,300 - 1,700



92



93

94

A 1995 BENETTON RENAULT TEAM SIGNED VISOR,

clear with Renault logo strip, signed by Michael Schumacher and Johnny Herbert, both autographs dated '95; together with 1993-94 Autocourse with '94 dated signed dedication by Michael Schumacher "You make it, I hope not to break it, Barry, best wishes....", 4to with dust jacket; together with a Benetton team shirt, a 1995 press photograph and a Michael Schumacher Collection, boxed model of the Benetton B194.

(Qty)

£1,000 - 1,200

€1,100 - 1,300



94

95

A HELMET SIGNED BY MANY RACING DRIVERS AND MOTORSPORT PERSONALITIES, OBTAINED AT THE GOODWOOD FESTIVAL OF SPEED 2015, PROCEEDS TO BE DONATED TO THE BRAIN TUMOUR CHARITY,

the modern full-face helmet in white by Leopard, with visor and in unused condition, signed in black, red and green permanent marker by various race drivers, motorcycle riders, and other celebrities including, Stirling Moss, John Surtees, Felipe Massa, Jochen Mass, Tiff Needell, Jodie Kidd, Ricky Wilson (Kaiser Chiefs), John McGuinness, Johnny Herbert, Phil Read, Jackie Stewart, Casey Stoner, Damon Hill, Derek Bell, Freddie Spencer, Kenny Roberts, Richard Petty, Emanuele Pirro, Maria Costello, Ryan Farquhar, Richard Attwood, Anthony Davidson, Stuart Graham, Troy Corser, Hans Herrmann, Mike Whiddett, and others, all obtained in person by the vendor at the 2015 Goodwood Festival of Speed event, with draw-string protective outer bag, and original carton box.

£1,000 - 1,500

€1,100 - 1,600



95

The Brain Tumour Charity is committed to saving and improving lives, moving further, and faster to help every single person affected by a brain tumour, set on finding new treatments, offering the highest level of support and driving urgent change.

Registered Charity 1150054 (England & Wales), SC045081 (Scotland) www.thebraintumourcharity.org

96

TWO HERBERT JOHNSON RACING HELMETS, 1950S-60S,

both white, size 7¼, comprising one with fixed peak, currently fitted with wrap around visor, cloth neck protector, leather strap with buckles, worn with some scuffs to helmet, the other slightly later helmet with removable peak, cloth neck protector, vinyl straps with press-stud fastening, hardly used.

(2)

£1,200 - 1,500

€1,300 - 1,600



96



96



97

97
A SPARCO HELMET, FORMERLY THE PROPERTY OF COLIN AND ALISTER MCRAE,

predominantly blue with yellow Subaru World Rally Team logos, Alister McRae lettered in white, black plastic peak with short tinted visor, fitted with boom mic and lead (with taped repairs), with RAC International Motorsport helmet approval sticker, used condition with wear and tear.

£2,000 - 3,000
 €2,200 - 3,200

The following four lots were gifted to 1994 British Superbike Champion Ian Simpson, a good friend of the McRae's, who often swapped helmets and overalls as acts of friendship between racers.

98
THREE ORIGINAL COMPONENTS FROM A BENETTON B194,

comprising a left side radiator with Secan French core, engraved No 11 94.55.025-4, with Secan label dated 3-94, 46 x 46 x 9cm; together with a left hand rear lower wishbone and a front lower wishbone part number 94.30.037-2 N25, used.

(3)
 £1,100 - 1,300
 €1,200 - 1,400

According to information supplied by the vendor, a former Benetton engineer, these items were kept as they all came off Michael Schumacher's car as souvenirs of his World Driver's Championship victory, his first of seven.



98

99
A NIKI LAUDA 1984 CANADIAN GRAND PRIX MCLAREN-TAG STEERING WHEEL SIGNED BY THE DRIVER,

the three-spoke steering wheel by Personal with black suede grip and marked 'MP4/2-14', 29cm diameter, used by Lauda on his way to 2nd place in the McLaren-Tag Porsche Formula 1 car at the Gilles Villeneuve circuit, later signed in 2001 by Lauda in silver-coloured marker to centre, mounted on a black painted alloy curved display stand.

£1,400 - 2,000
 €1,500 - 2,200

According to information supplied by the vendor this steering wheel was gifted to them by a BBC Sports Presenter in 1984 and was later signed by the driver in 2001.



99

100
A 1934 DDAC EIFEL RENNEN SCUDERIA FERRARI TROPHY,

oval plated salver, engraved 'D.D.A.C. Ehrenpreis - SCUDERIA FERRARI - EIFEL RENNEN - 1934', plating worn and pitted, 32cm wide.

£5,000 - 7,000
 €5,400 - 7,500

It is believed that this trophy was presented to Louis Chiron, who finished in Third Place in the Scuderia Ferrari Alfa Romeo Tipo B/P3 at the event held at the Nurburgring on 3 June 1934. The 15 lap race held over a distance of 212.6 miles was notable as the first win for the Silver Arrows with Manfred von Brauchitsch victorious in the Mercedes W25.



100



101



101 (detail)

101

A SUPERB 1938 XIV COPPA ACERBO WINNER'S TROPHY PRESENTED TO RUDOLF CARACCIOLA, MERCEDES-BENZ,

engraved with presentation details on one side of the cup, the other with "Dal Presidente Dell' Instituto Internazionale da Agricoltura Giacomo Acerbo" who presented the trophies, plated metal on ebonised display base, 38cm high overall.

£10,000 - 14,000

€11,000 - 15,000

1938 was a very successful year for Rudolf Caracciola and the Mercedes-Benz team, he won his third European Driver's Championship, and set several speed records in the W125 Rekordwagen. It is believed that this cup was left behind to be engraved after the driver, his wife and team manager all left the circuit to return to Switzerland and was never collected or sent on. This cup was 'liberated' by a British soldier serving in Europe during WWII and was bought back to the UK when he was demobbed, it remained in his possession for over 60 years.

102⁰

A SUPERMARINE SPITFIRE SPINNER MOUNTED ON A WOODEN STAND FOR USE AS A CHRISTENING BOWL, 1940,

spun alloy, 47cm diameter, mounted on a later constructed wooden stand with circular wooden cover, 75cm high overall, for use as a Christening bowl by a former owner, sold together with press cuttings, letters, typed transcripts of letters and other ephemera. (Qty)

£1,000 - 1,200

€1,100 - 1,300

The nose cone is, by repute and documentation (sold with the lot), from the Spitfire crash landed at RAF Hawkinge by Sailor Malan during the Battle of Britain (although no record can be found of this event), it is more likely that this nose-cone is from the Spitfire crash landed near Hawkinge by Squadron-Leader John Mungo-Park a year later.

On 16 June 1941 while on a sweep ("Circus 14") over the Channel he shot down two Messerschmitt Bf 109s, but in the fight his plane was damaged. He turned for home but his engine seized as he crossed the coast. Nonetheless, Mungo-Park managed to stay airborne, gliding his Spitfire back to RAF Hawkinge. For this display of skill, as well as his continued leadership and growing tally of kills, he was told he was to receive a Bar to his DFC.

His citation for a DFC reads: *Acting Squadron Leader John Colin MUNGO-PARK, D.F.C. (40008), No. 74 Squadron. (Since reported missing.)*

This officer has performed excellent work in his many engagements against the enemy and has destroyed at least twelve of their aircraft. In June, 1941, he was attacked by six Messerschmitt 109's while over the French coast. He succeeded in shooting down two of these and, although his own aircraft was badly damaged, Squadron Leader Mungo-Park flew back to this country making a skilful forced landing. His courage and leadership have contributed materially to the successes achieved by his squadron.

The spinner was rescued by a ground crew sergeant and later converted by him into a font. It then changed hands in 1945 when RAF Hawkinge was being closed down, when it was acquired by the new station commander Dennis Goodliffe, who later donated the Spitfire 'font' to an RAF Benevolent Fund auction in 1990, it is at that time the Sailor Malan/Battle of Britain story emerged, however there is a lack of evidence to support this story.



102



103



104



104



105



106



107



108

103

A 'HAWKER HURRICANE BATTLE OF BRITAIN' 40TH ANNIVERSARY COMMEMORATIVE PRINT AFTER KEITH BLUEMEL SIGNED BY RAF BATTLE OF BRITAIN PILOTS,

limited edition, a profile of the Mk 1 fighter of 257 Squadron, signed by 30 Hurricane pilots including Group Captain Sir Douglas Bader, Harold Bird-Wilson, Denis Crowley-Milling, 'Bob' Stanford Tuck, and others, the print sunbleached and many signatures faded, 37 x 55cm, framed and glazed, with certificate of authenticity numbered 322/1000.

(2)

£800 - 1,200
€860 - 1,300

104

AN 'AVRO LANCASTER B1' COMMEMORATIVE PRINT AFTER KEITH BLUEMEL, SIGNED BY RAF PILOTS AND PERSONNEL,

limited edition of 1,000, a profile of the bomber of 467 Squadron of the Royal Australian Air Force, signed by pilots, crew and engineers of the 'Dambusters' of 617 Squadron including Group Captain Leonard Cheshire, Marshall Arthur 'Bomber' Harris, and others, some signatures faded, 25 x 50cm, with photocopy of certificate of authenticity numbered 350/1,000, offered together with a 'Vickers Wellington II of 150 Squadron' print after Bluemel, signed to lower right corner by Barnes Wallis and dated 1977 (faded), 24 x 44cm, each mounted, framed and glazed.

(3)

£1,000 - 1,200
€1,100 - 1,300

105

A 'SPITFIRE BATTLE OF BRITAIN' COMMEMORATIVE PRINT AFTER KEITH BLUEMEL SIGNED BY RAF PILOTS,

limited edition, a profile depicting the Supermarine Spitfire Mk 1a fighter of 19 Squadron, signed by RAF Spitfire pilots including Wing Commander 'Paddy' Barthropp, 'Sandy' Johnstone, Brian Kingcombe, and others, some signatures faded, 28 x 46cm, mounted, framed and glazed, offered together with two certificates of authenticity, one numbered 817/1,000.

(3)

£1,000 - 1,200
€1,100 - 1,300

106

A 'HAWKER HURRICANE I OF RAF 257 SQUADRON' BATTLE OF BRITAIN COMMEMORATIVE PRINT AFTER KEITH BLUEMEL SIGNED BY RAF BATTLE OF BRITAIN PILOTS,

limited edition of 1,000, a profile of the Mk 1 Merlin engine fighter, signed by over 30 Hurricane pilots including Group Captain Sir Douglas Bader (faded), Harold Bird-Wilson, Denis Crowley-Milling, 'Bob' Stanford Tuck, and others, some signatures faded, 26 x 46cm, mounted, framed and glazed, offered with certificate of authenticity.

(2)

£1,000 - 1,200
€1,100 - 1,300

107

AN 'AVRO LANCASTER DAMBUSTERS - 617 SQUADRON' COMMEMORATIVE PRINT AFTER KEITH BLUEMEL, SIGNED BY RAF PILOTS AND PERSONNEL,

limited edition of 1,000, a profile view of an Avro Lancaster bomber of 617 Squadron, signed by squadron pilots, engineers and crew including Group Captain Leonard Cheshire, Marshall Arthur 'Bomber' Harris, Flight Lt. B T Foxlee, Sqn Ldr D J Shannon, and others, 37 x 50cm, framed and glazed, together with certificate of authenticity numbered 553/1,000.

(2)

£1,000 - 1,400
€1,100 - 1,500

108^o

GREGORY PERCIVAL (BRITISH 1964-), 'ANGELS ONE-FIVE', A SCULPTURE REPRESENTING THE BATTLE OF BRITAIN,

produced 2019, second of four Artist's Proof editions for a limited edition run of 25, and numbered 'AP002/004 2019', a clear resin panel constructed of four cast layers embedded with sculpted miniature hand-cast pigmented resin representations of WWII Spitfire, Messerschmitt 109 and Heinkel 111 aircraft with flight trails at various altitudes, the panel measuring 55 x 40 x 3cm and mounted upright on a slate display base, offered with Certificate of Issue from the artist.

(2)

£1,000 - 1,500
€1,100 - 1,600

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

109^o

GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLM DFC,

a limited edition numbered 021 of 25 examples, completed in 2019, 'lost wax' cast bronze sculpture from the artist's 'Knights of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', each part signed and numbered, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall, offered together with a Certificate of Issue from the artist.

(2)
£1,500 - 2,500
€1,600 - 2,700

110^{oo}

AN INTEGRAL PROPELLER COMPANY TWO BLADED WOODEN PROPELLER FOR A 120PS 6 CYLINDER ARGUS ENGINE, GERMAN, CIRCA 1915,

made by the German subsidiary factory of the French Integrale Co and British Integral Propeller Co Ltd to Luciene Chauvier's patented design under Deutsches Reich Patent, varnished laminated wooden construction, with remains of Integral DRP transfers and German Iron Cross transfers on front of each blade, the hub stamped 'INTEGRAL PROPELLER 88681 D245 8189 120PS ARGUS 6 CYL', 245cm diameter, six drilled mounting holes and 7.8cm diameter central hole.

£2,500 - 3,000
€2,700 - 3,200

The 6 Cylinder Argus 120ps ASII is an in-line liquid cooled aero engine, the majority of which were fitted to Albatros BIIa, Gotha LE1, LE2, Halberstadt DII, DIII, DV and Jeanin Taube aircraft, all scout types, used as fighting scouts or for reconnaissance or training purposes in the early part of WWI.

111[†]

AN 'SS JAGUAR' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed surround with wire grille, with enamel radiator badge and complete with cap, 18cm high.

£1,000 - 1,500
€1,100 - 1,600

112[†]

TWO RADIATOR DECANTERS FOR BENTLEY AND ROLLS-ROYCE BY RUDDSPED, BRITISH, 1960S,

each chromed surround and with enamelled radiator badges, the Bentley example with green wire mesh grille and 'dog-bone' cap, replaced backing plate, the Rolls-Royce example with shuttering and town cap, each 20cm high.

(2)
£1,000 - 1,500
€1,100 - 1,600

113[†]

A BUGATTI RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed body with grille with radiator badge and cap, 20cm high.

£1,000 - 1,500
€1,100 - 1,600



109



110



111



112



112



113



114



115



116



117



118

115[†]

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed case with shutters, bearing radiator badge and surmounted by miniature 'Spirit of Ecstasy' plastic mascot, 23cm high overall.

£1,000 - 1,200

€1,100 - 1,300

116[†]

A CASED SET OF STERLING SILVER COMMEMORATIVE MOTORING INGOTS, BY JOHN PINCHES, 1970S,

36 ingots, produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case 42cm wide, some surface scratches, complete with key and corresponding information cards.

(Qty)

£1,000 - 1,500

€1,100 - 1,600

117[†] ♦

A 'TOYMAKER' SHOP DISPLAY AUTOMATON BY DAVID ALDRIDGE ANIMATIONS, 1960S,

the mechanical figure dressed in period style 'workshop' costume, with moving arms and holding a tin-plate toy of a motor-car, some wear consistent with age, mounted to a base with miniature table, in working order at time of cataloguing, with wiring, standing 81cm high.

£1,000 - 1,200

€1,100 - 1,300

118[†] ♦

A COLLECTION OF TEN SADLER 'OKT42' MOTORCAR CERAMIC TEA-POTS, BRITISH,

glazed in various colours with chrome lustre detailing and each with 'driver' lids, comprising seven original issue examples, one in rare black glaze, two variations in pink glaze, two pastel green glaze, one yellow glaze and one cream glaze, some with crazing in places, and together with three later re-issued examples in dark-blue, light blue and turquoise glaze, each 22cm long.

(10)

£1,000 - 1,500

€1,100 - 1,600

119

A FERRARI FORMULA WATCH PRODUCED BY CARTIER, 1991,

operational quartz movement, stainless steel case 37mm diameter, black dial with luminous hours batons, date window at 3 o'clock, decorated with Ferrari prancing horse logo in red, outer rotating bezel, on stainless steel bracelet, (worn) a full set with box and papers. (Qty)

£1,000 - 1,400
€1,100 - 1,500



119



120

120

A FERRARI 275 LONG NOSE DESKPIECE BY DAUM OF PARIS,

moulded crystal half profile, engraved 'Daum France' to side of base, 23cm long.

£1,200 - 1,600
€1,300 - 1,700



121⁰⁰

A 'LAGONDA' TABLE WITH FOUR INSET TABLES AND A SIDE TABLE,

20th Century occasional table in walnut, with top of quartered design inlaid with stencil-style white metal 'Lagonda' emblem and with later inlaid brass plaque to border inscribed 'Vanden Plas - Presented to Edwin Fox - 1956', 72cm wide, 53cm high overall, together with four matching inset quadrant tables with shelves, the tops inlaid with white metal 'Lagonda' emblem plaques, all with glass table tops, offered together with a smaller rustic burr-wood occasional side table, 56cm wide, 30cm high, inlaid with two white metal 'Lagonda' emblems and with cut-out inset fitted with Longines dashboard-type clock.

(6)
£1,500 - 2,000
€1,600 - 2,200



121



122

A BENTLEY WINGED 'B' ASHTRAY, FORMERLY THE PROPERTY OF THE LATE SIR DAVID TANG,

polished white metal, the underside of the with car pictorial stamp, mounted on white leather covered washer above 18cm diameter metal tray, seated in highly polished wooden base.

£1,000 - 1,500
€1,100 - 1,600

123

A FINE BENTLEY GOLD NECKLACE,

18 carat marked as 750, continental marks, 20 gold links each a double-sided miniature Bentley winged B emblem, with clasp, 16 inch.

£1,500 - 2,000
€1,600 - 2,200



123

123 (detail)

According to information supplied by the vendor this necklace was one of 11 made for Bentley Owner's taking part in a race at Le Mans in the 1980s.



124

124†
AN AERONAUTICAL BRONZE DESKPIECE SCULPTURE BY PAUL MOREAU-AUTHER, INSPIRED BY THE 1908 'MICHELIN CUP' AVIATION CONTEST TROPHY,

A cast patinated bronze sculpture depicting an early aviator climbing onto the mythical winged horse Pegasus taking off from a terrestrial hemisphere globe escaping the clutches of a female allegorical figure symbolising the earth's pull of gravity, with sculptor's signature to rear of base and further inscribed 'fonte sur platre', with Susse Freres of Paris foundry stamps and signature around the base, the globe with inscription in French "L'Homme enfourchant sa Machine Volante échappe à l'Attraction de la terre" ("Man riding his flying machine escapes the attraction of the earth"), the bronze mounted on a marble base, 23cm high overall.
£1,000 - 1,500
€1,100 - 1,600

It is believed that larger exhibition size Michelin Trophies, from which this bronze is inspired, were presented to important Pioneer aviators and aviation companies for notable achievements in the air, with smaller presentation bronze sculptures such as the example offered here, of which it is suggested that only 100 examples were produced by the Susse Freres foundry, were presented as personal copies for individual pilots, designers or important Michelin dealerships.



125

125†
A 'GOODYEAR TROPHY' PRESENTED BY THE GOODYEAR TYRE & RUBBER CO. OF WOLVERHAMPTON, CIRCA 1920,

nickelled bronze stylised figure of a winged female nude taking to flight holding aloft a victory wreath, mounted on a black marble pedestal bearing plaque engraved 'The Goodyear Trophy - Presented by The Goodyear Tyre & Rubber Co. Wolverhampton - to The Midland Region Amateur Winemakers Federation for Annual Competition', the trophy standing 42.5cm high, contained in original black painted wooden case.
 (2)
£1,000 - 1,500
€1,100 - 1,600

LOTS 126 - 136 CHARITY LOTS SOLD ON BEHALF OF BENTLEY MOTORS LIMITED TO BENEFIT A CHARITY OF THEIR CHOICE

126
A BREITLING FOR BENTLEY 'FLYING B' CHRONOGRAPH, SWISS, 2009,

reference number A4436512/B873, steel case serial number 2291402, black dial set with mother of pearl hour markers, a twin date aperture at 12 o'clock and a stainless steel quilted dial centre, with with leather strap, and is also complete with its original Bakelite box, (lid of outer cardboard box missing), interior with press-stud case (some vinyl lifting from case and rubbing to inside), plastic lens protector and all relevant paperwork being originally supplied as new on 19 October 2009.
 (Qty)
£2,000 - 3,000
€2,200 - 3,200



126



126 (detail)



127



128



129



130



130



131



131

130

130

131

131

127
**TIBALDI FOR BENTLEY MULSANNE
 STERLING SILVER FOUNTAIN PEN
 NUMBERED 48/90,**
 14.5cm long, engine turned silver with Burr
 Oak cap and barrel decoration, with 18K
 Bentley decorated nib, complete with un-issued
 guarantee booklet, Burr Oak box, bag and
 cardboard outer box.
£1,200 - 1,600
€1,300 - 1,700

129
**A TIBALDI FOR BENTLEY AT CREWE 60TH
 ANNIVERSARY 18 CARAT WHITE GOLD
 FOUNTAIN PEN, LIMITED EDITION 24/40,**
 scale patterned white gold barrel with cap and
 palladium trim, 14.5cm long, the fountain pen
 with 18K white gold Bentley nib, together with a
 Lalex pen carrying roll in orange leather.
 (2)
£1,000 - 1,500
€1,100 - 1,600

131
TWO TIBALDI PENS,
 comprising Tibaldi for Bentley at Brooklands
 sterling silver fountain pen, un-numbered, 2007,
 14.5cm long, engraved Brooklands racing
 scene on the silver barrel with black lacquered
 cap and palladium trim, with 18K white gold
 Bentley nib, together with a Tibaldi 'Clari Viri'
 limited edition Julius Caesar fountain pen,
 number 03/50, hand painted ivory coloured
 resin barrel and cap, sterling silver trim with rose
 gold plating, with 18K two-tone gold nib.
 (2)
£1,000 - 1,500
€1,100 - 1,600

128
**TIBALDI FOR BENTLEY AT BROOKLANDS
 STERLING SILVER FOUNTAIN PEN,
 NUMBERED 496/550, 2007,**
 14.5cm long, engraved Brooklands racing
 scene on the silver barrel with black lacquered
 cap and palladium trim, with 18K white gold
 Bentley nib, complete with un-issued guarantee
 booklet, other papers, walnut box and bag.
 (Qty)
£1,200 - 1,600
€1,300 - 1,700

130
**A PAIR OF TIBALDI BENTLEY AT
 BROOKLANDS STERLING SILVER PENS,
 2007,**
 comprising fountain pen and rollerball (both
 un-numbered), each 14.5cm long, engraved
 Brooklands racing scene on the silver barrel
 with black lacquered cap and palladium trim,
 the fountain pen with 18K white gold Bentley
 nib.
 (2)
£1,000 - 1,200
€1,100 - 1,300



132

132



134

134

134

134



135

135

135

135



136

136

136



133

133

133

133

132
TWO TIBALDI FOR BENTLEY WRITING INSTRUMENTS,

comprising Tibaldi for Bentley Continental rollerball in Cumbrian Green, numbered 176/999 and Tibaldi for Bentley Continental mechanical pencil in Beluga, numbered 150/999, each 14.5cm long.

(2)
£1,000 - 1,200
€1,100 - 1,300

133
A PAIR OF TIBALDI BENTLEY AT CREWE 60TH ANNIVERSARY PENS, 2006,

comprising fountain pen number 001/400 and rollerball un-numbered, each 14.5cm long, scale patterned silver barrel with silver cap and palladium trim, the fountain pen with 18K white gold Bentley nib.

(2)
£1,100 - 1,500
€1,200 - 1,600

134
A PAIR OF TIBALDI FOR BENTLEY AT CREWE 60TH ANNIVERSARY PENS, 2006, comprising fountain pen and rollerball (both un-numbered), each 14.5cm long, scale patterned silver barrel with silver cap and palladium trim, the fountain pen with 18K white gold Bentley nib.

(2)
£1,100 - 1,500
€1,200 - 1,600

135
TWO TIBALDI FOR BENTLEY ROLLERBALL PENS,

each 14.5cm long, scale patterned silver barrel with striped wooden cap and palladium trim, one dark wood with light pinstripping, the other light wood with dark pinstripping, with two soft pen cases.

(4)
£1,000 - 1,400
€1,100 - 1,500

136
A PAIR OF TIBALDI FOR BENTLEY CONTINENTAL PENS, 2008,

each in Silverlake, comprising fountain pen numbered 030/999, and rollerball numbered 150/999, each 14.5cm long, Bentley paint colour livery and palladium trim, the fountain pen with 18K white gold Bentley nib.

(2)
£1,100 - 1,500
€1,200 - 1,600

END OF CHARITY LOTS

OTHER PROPERTIES

137^o

A 1:4 SCALE LOTUS ELITE WIND TUNNEL MODEL,

built pre-1973 by Specialised Mouldings of Wisbech for Lotus, made from resin fibreglass with fixed wooden wheels, hollow with square cut out to base with hand painted detailing, measuring 107 x 42 x 33 cm.

£1,200 - 1,600

€1,300 - 1,700

137



138

A 1:8 SCALE SCRATCH-BUILT 'ALFA P3' PYLON RACER, BRITISH 1930S,

wooden chassis rails fitted with cast alloy cross-members, mounted with engine, flywheel, driveshaft, rear differential and axle, fuel tank and battery, contained within hand made metal coachwork body, painted red with dummy radiator and Alfa Romeo badge, with leather upholstery and dummy steering wheel, the top half lifts off to reveal running gear, cast front axle and rear fitted with working leaf spring suspension, right side with dummy exhaust pipe and engine cut-out, left side with brackets and wire for pylon attachment, turned alloy wheels shod with ZN Racing Pneumatic tyres (slightly perished but solid), 43cm long overall, all major components present, (some small details such as rear body catch and panel screws missing), sold together with a period hand-made wooden box.

£1,500 - 2,500

€1,600 - 2,700

138



138 (detail)



139^o

A MICHELE CONTI SCRATCHBUILT 1:12 SCALE MODEL MERCEDES-BENZ W196, ITALIAN, MID 1950S

kerbside model, signed Conti. M to the underside, produced in the mid 1950s by the renowned model maker, shaped body of hand formed metal, originally hammered out by Conti over his master wooden body buck, with articulated steering, wheels with rubber tyres, the cockpit with leather seat, steering wheel loose, the body finished in silver coloured Grand Prix race livery, 35cm long.

£2,000 - 3,000

€2,200 - 3,200

139



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

140⁰

A FINE 1:8 SCALE SCRATCH BUILT MODEL OF THE 1963 DICK PROTHEROE JAGUAR E-TYPE 'LOW DRAG' CUT 7 BY JAVAN SMITH,

a detailed and rare 1:8 scale 'kerbside' model of Jaguar E-Type, chassis number EC1001 - The Husbands Bosworth Jaguar Dealer's, fabulous E-Type Low Drag Coupe, was one of the famous three 'low Drags' of the period, the other two being the Lumsden/Sargent 49FXN and the Peter Lindner/Peter Knocker car 4868WK. Presented with a fully detailed interior and mounted, as with all Javan Smith models on a modern Perspex plinth with 'Jaguar' etched display case, 60 x 28 x 20cm overall and complete with signed and dated certificate of authenticity by the maker.

£2,200 - 2,500

€2,400 - 2,700



140

141

A FINE 1:8 SCALE SCRATCH BUILT MODEL OF THE 1956 FANGIO/MONACO GP LANCIA-FERRARI D50 BY JAVAN SMITH,

a detailed 1:8 scale 'kerbside' model of the Lancia-Ferrari D50 Grand Prix car, that took pole position at the hands of Juan Manuel Fangio at the 1956 Monaco Grand Prix and also set the fastest lap of the race. This large scale model is presented with a fully detailed cockpit and as with all Javan Smith scratch built models is mounted on a modern Perspex plinth with 'Ferrari' etched display case. 60 x 28 x 20cm overall and complete with signed and dated certificate of authenticity by the maker.

£2,200 - 2,500

€2,400 - 2,700



141

142

A RARE '007 JAMES BOND' SLOT-CAR RACING SET BY SCALEXTRIC, CIRCA 1967,

produced by Minimodels Ltd of Havant, Hants, under licence from Eon Film Productions, in original box featuring Aston Martin and Mercedes car chase action scene artwork to lid, containing 23 track sections including one crossing, short skid chicane, narrow railed track pieces as long curved chicane sections to construct the track, complete with the C97 'Special 007' Aston Martin GT slot-car in white with 'ejector seat' mechanism and James Bond figure, and the C73 black Mercedes-Benz 190SL 'villain' slot-car with roll-bar and flip mechanism, two A256 thrott controllers with instructions, banking wedges, a 'villain' figure, and other diorama parts all fitted into inlay card tray, with original instructions for both cars, a Triang magazine club subscription form, a Scalextric Servicing Scheme and Stockists booklet and a copy of 101 Circuits by Scalextric, some wear and creasing to box, the box 70cm wide.

(Qty)

£1,800 - 2,000

€1,900 - 2,200



142

143⁰⁰⁰

AN AUSTIN J40 PEDAL CAR, EARLY 1960S,

chassis number 13964 to boot panel indicating an early 1960s production, finished in tartan red livery with grey upholstery, the boot opening to reveal dummy engine and spark plugs, re-wired with new battery and working headlights.

£3,000 - 4,000

€3,200 - 4,300



143



144



145



146



147

144⁰⁰⁰

A SCALE MODEL OF A 1933 MG J2J4 CONSTRUCTED AS A WORKING CHILD'S CAR,

modern, hand-built model constructed from an aluminium clad wooden body with steel box section chassis and steel wings, spoked wheels with 300 x 128 pneumatic tyres, front suspension and coil spring assisted beam axle with Andre Hartford-type shock absorbers, forward and reverse direction and a top speed of 8mph via 24volt rear mounted trans axle, powered by 2 (new) 34 A.H. (non-spill) batteries, complete with hydraulic disc brakes, rack and pinion steering, working head and side lights, removable steering wheel for easy cockpit access, adjustable pedal length, removable bench seat for larger drivers (average adult), dummy petrol tank and front cover that hinges down to reveal detailed model super charger. Finished in British Racing Green with black seating and trim, 240 x 88 x 80cm.

£4,500 - 5,000
€4,800 - 5,400

145⁰⁰⁰

A 'BUGATTI' POWERED CHILD'S CAR BY TULA ENGINEERING, CHASSIS NUMBER 7 BUILT 1976,

manufactured by Richard l'Anson, powered with a pull-start 35cc JLO two-stroke engine (fuel mix 50/1), chain drive to rear wheels, outside brake lever to rear wheels, main body fibreglass with alloy bonnet and side louvres, rubber mounted engine and rear axle, leaf spring front suspension, adjustable throttle pedal, cockpit with black vinyl seat, ignition switch and speedometer, 5 cast alloy 12 inch diameter wheels fitted with 2-12 Michelin tyres. In current family ownership for over 30 years.

£8,000 - 12,000
€8,600 - 13,000

146⁰⁰⁰

A PETROL DRIVEN PORSCHE 804 CHILD'S CAR,

modern construction, based on the 1962 single seat Formula 1 race car, aluminium and steel construction, finished in silver coloured livery, fitted with 4-stroke 50cc rear-mounted fan-cooled petrol engine, push-button start, single seat with fully trimmed cockpit, rack and pinion steering, chain-driven with brakes to rear axle, fitted with 10 inch wheels shod with pneumatic tyres, measuring approximately 234cm long and 117cm wide.

£9,000 - 12,000
€9,700 - 13,000

147⁰⁰⁰

A HOSS FLY CHEVROLET V8 POWERED BARSTOOL,

modern, painted red and blue, with upholstered barstool seat on mounted on air cleaner, fitted above 5700cc 250hp Chevy crate engine, hydrostatic transmission with direction control left pedal, accelerator right pedal, with two forward speeds and a top speed of 25mph and 5mph in reverse, with drive to rear wheels, Hoss Fly chrome header covers, 5 gallon spun aluminium fuel cell, starter, steering wheel with column to front wheels, rear mounted radiator and hand brake, the vehicle with a 2000lb towing capacity. The example imported into the UK in circa 2014.

£4,500 - 5,500
€4,800 - 5,900

END OF AUTOMOBILIA

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, 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 (This can take between 2 to 8 weeks to process).

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/nominee failing to do so.

BUYER'S PREMIUM

Please note that buyer's premium rates on registration numbers are as per the Motor Car section, which will be 15% on the first £500,000 of the hammer price and 12% on the balance thereafter.

148

UK VEHICLE REGISTRATION NUMBER '1 ERP',

held on DVLA V778 Retention Document,
expires 08 July 2029.

£15,000 - 20,000
€16,000 - 22,000



148

149

UK VEHICLE REGISTRATION NUMBER '84 O',

held on DVLA V778 Retention Document,
expires 05 Feb 2029.

£70,000 - 80,000
€75,000 - 86,000



149

150

UK VEHICLE REGISTRATION NUMBER 'O 10',

held on DVLA V778 Retention Document,
expires 31 Mar 2029.

£100,000 - 120,000
€110,000 - 130,000



150

According to information supplied by the vendor, this UK Vehicle Registration Number 'O 10' was the tenth registration number issued in Birmingham in 1904, to a Mr Charles 'Chas' Thompson (c1874-1955), who was tenth in line at the queue at the Motor Taxation Office, and was originally assigned to his 2-seater Peugeot.

The number has remained in the family since it was acquired. Research suggests that he and subsequent family owners transferred the number to successive family owned cars over the years including three Swifts, several Minis, and most recently two Jaguars.

After Charles passed away in 1955 'O 10' passed down to his Grandson, Joseph Thompson, who assigned it to his Austin A 3. Whilst in Charles's ownership the number enjoyed various outings over this period including at various Cricket grounds around England (Charles was a member of the MCC for over 30 years), and at Aston Villa Football Club matches, of who Charles was a fan.

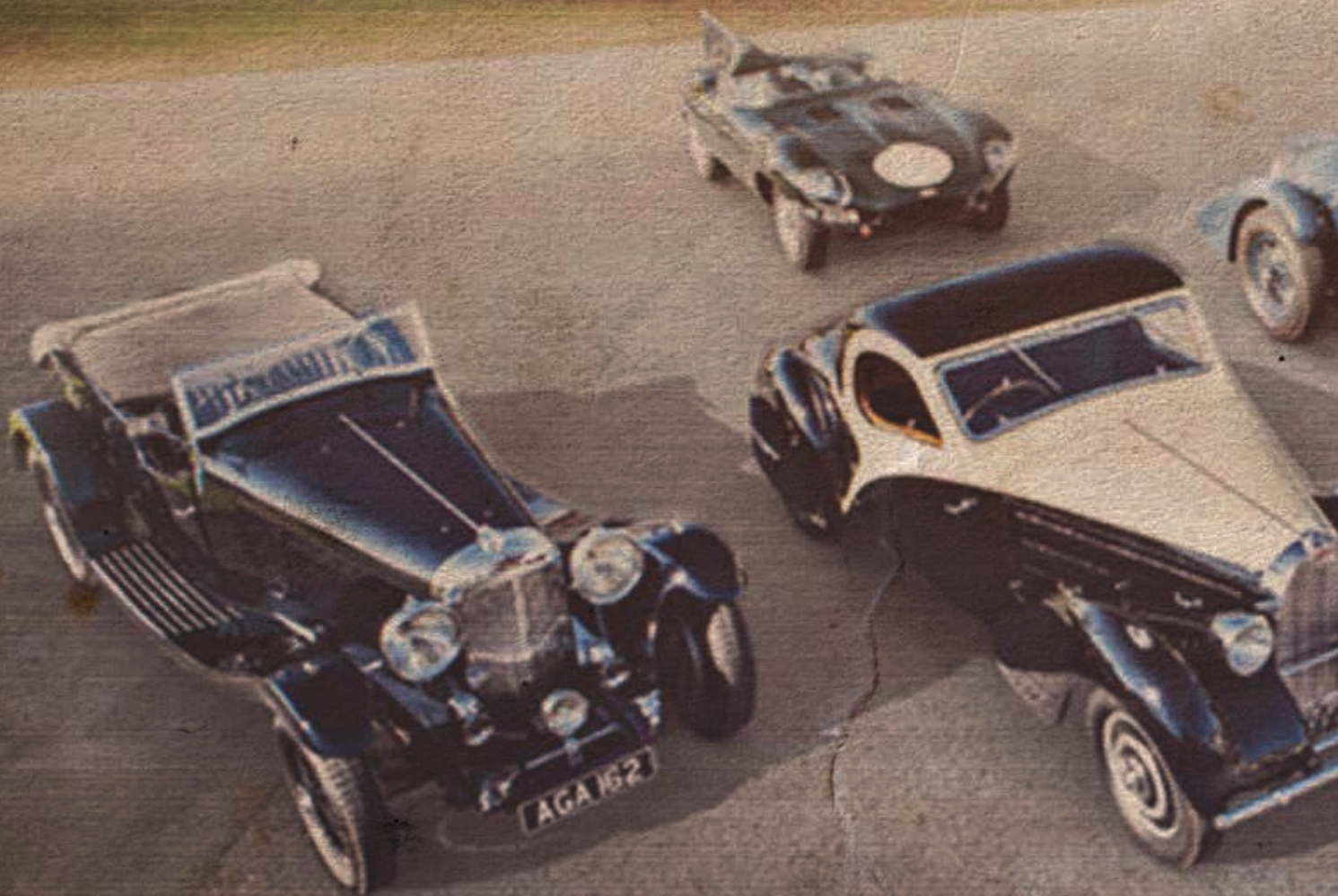
**151 - 200
NO LOTS**

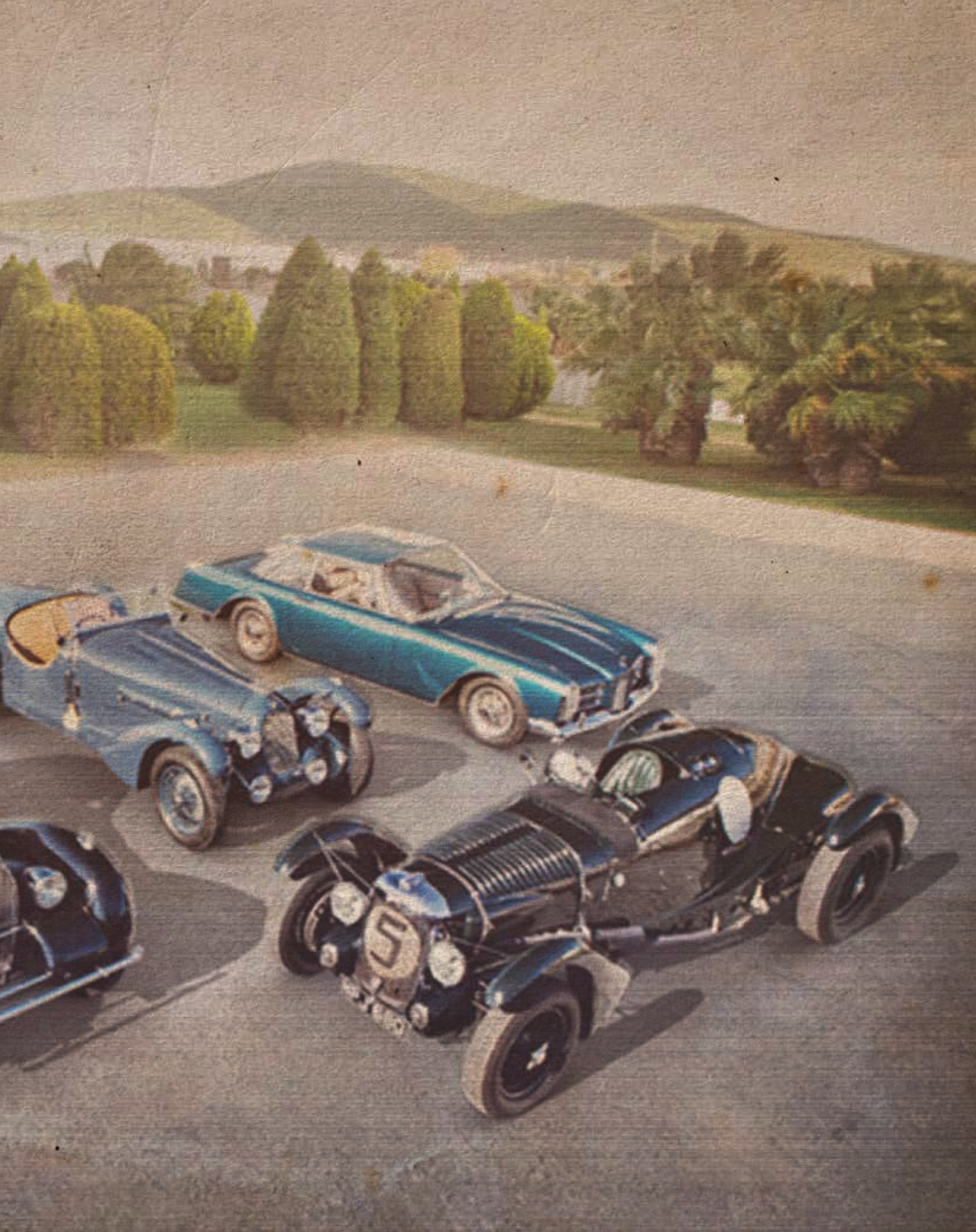
Motor Cars

14 September 2019, 13:00

Lots 200 - 308

Further images of each lot can be found at:
www.bonhams.com/25454





RACE AGAINST DEMENTIA



Today, 50 million people around the world have dementia. Unless a cure is found, one in three people born today will get dementia in their lifetime. A new person develops dementia every three seconds. This crisis cannot continue.

Founded by Formula 1 racing legend Sir Jackie Stewart, Race Against Dementia is driven to raise money to fund breakthrough and innovative dementia research.

"Working faster and smarter to cure dementia"

Race Against Dementia raises and allocates funds to accelerate global research and development in the race to find a prevention or treatment for dementia.

Our vision is a breakthrough in the prevention or treatment of dementia with the greatest of urgency.

We do this through our 4 key tenets:

NEW TALENT

Identifying and financially backing the most talented early-career researchers.

INNOVATION

We provide catalyst funding, enabling researchers to pursue higher risk, innovative ideas that might not get funded by the mainstream.

SPEED

We aim to instil a 'Formula 1 attitude' in attention to detail and urgency, to accelerate the pace of solutions development.

GLOBAL

We form strong alliances with research centres of excellence on a global basis.



200 *

All proceeds of this lot will go to Race Against Dementia
The ex-works, Sir Jack Brabham, Aintree '200', Levin, Lakeside,
and Sandown Park-winning

1961 COOPER CLIMAX 1.5-2.5-LITER T55 'SLIMLINE' FORMULA 1 & TASMAN RACING SINGLE-SEATER

Chassis no. F1/10/61

- All sale proceeds to Sir Jackie Stewart's charity, Race Against Dementia
- One of only two T55s built
- In-period Formula 1 Grand Prix and Tasman Series racing history
- Cosmetically restored to the highest standards by marque specialist, the late Urban Fässler
- Transportation donated free of charge by Cars UK



This superb and historic 1.5-litre Formula 1 Grand Prix and 2.5/2.7-litre Tasman Series car marks the end of the late double-World Champion Jack (latterly Sir Jack) Brabham's race-winning career with the Cooper Car Company works team. It was in its heyday an intermediate design that introduced Cooper to the newly introduced 1.5-litre Formula 1, serving until the latest Coventry Climax V8 engines became available.

Having achieved back-to-back Drivers' World Championship titles in 1959 and 1960, the Cooper team suffered as the new 1.5-litre BRM and Coventry Climax Formula 1 engines were so badly delayed that they were forced to use Formula 2-derived Coventry Climax FPF 4-cylinder power plants. This state of affairs imposed a tremendous handicap on the British manufacturers, as Ferrari was ready with its V6-engined 'shark nose' cars, which dominated the 1961 season.

To compensate for the modest power, each of the British teams built smaller cars than ever before, even though the new Formula regulations imposed a minimum weight limit, higher than that of the preceding 2.5-litre class. The design team of Owen 'The Beard' Maddock, John Cooper, and Jack Brabham himself, scaled down the preceding 2.5-litre and the new 'Slimline' was created. Only two of these dedicated works team cars were built – chassis numbers 'F1/10/61' (offered here) and 'F1/11/61', campaigned by Sir Jack's celebrated team-mate, Bruce McLaren.

The reduced power and torque of the new engine permitted Cooper's engineers to slim down the original gearwheels and so pack six where once lived five. It worked well, and this helped the driver's balance the relatively narrow torque band, particularly when the track was wet. Upon the new T55's debut at the Aintree '200' race, the team did their best to keep the six-speed 'box secret, and in heavy rain, recounts Bruce McLaren, it greatly contributed to the 1-2 result with Jack Brabham winning in the car we offer, with Bruce close behind.

At Monaco, Jack Brabham drove this T55 'Slimline' in midfield before retiring with ignition trouble. For the Dutch Grand Prix, 'Black Jack' finished 6th and then 4th at Brands Hatch on 3rd June 1961. At the British Grand Prix in Aintree, Brabham finished 4th, again, in the wet... The next race was the German Grand Prix, for which a third T55-based chassis – the unique T58 – was readied, ending this particular T55's works career. In all, the T55 cars finished 13 times from 19 starts in the 1961 Formula 1 season, the highlight of which must be Jack Brabham's victory first time out at Aintree in the extraordinary car offered here.



Sir Jack then took the car to New Zealand and Australia in early 1962, where it was campaigned in the Tasman Series, up-rated with 2.7 and 2.5-litre Climax FPF engines to suit. At Longford, Tasmania, Sir Jack finished 2nd in this car, narrowly beaten by John Surtees' similar 2.7-litre T53. Both were clocked at 171mph on the narrow public roads circuit!

The T55 was then sold to Tasmanian John Youl and campaigned though 1964. Since then it has been preserved, passing to various private collections, including that of Hollywood movie director, David Cronenberg, who has raced it successfully in various historic events.

As 'F1/10/61' was last raced in period in the Tasman Series, it has a 2.5-litre Coventry Climax engine fitted. The chassis was also updated with a higher rollover bar above the headrest, all clearly visible in the photographs taken prior to restoration, which was undertaken in 2014 by the well-known Swiss marque specialist Urban Fässler of Hinwil, now sadly deceased. As the vendors never intended to drive the Cooper, the restoration was undertaken to the highest standards but for static display only; indeed, the car has not been started or driven since acquisition.

Rebuild to the highest standard, 'F1/10/61' represents the specification of its early racing years. Prior of any future competition, it will need to be sorted and all current/new FIA eligibility and safety standards met, including installation of new bladder-type fuel cell. A technical check over is recommended prior to running the car.

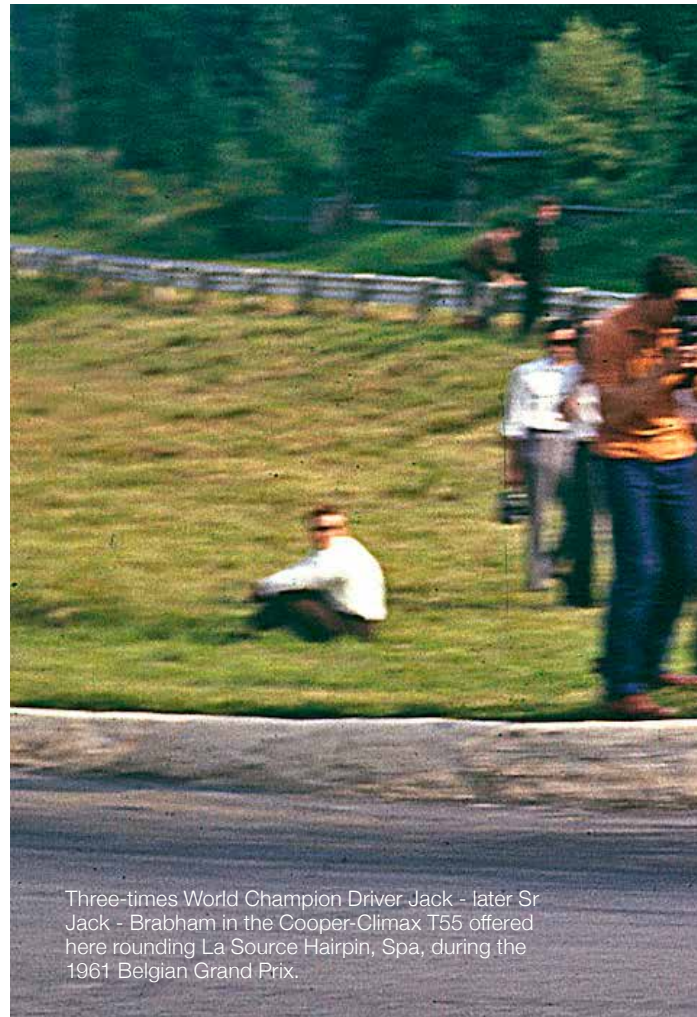
One of the most original early 1960s Formula 1 Cooper-Climaxes around - with numerous wins in Europe and its Tasman history at the hands of three-time World Champion, Jack Brabham - this is a very special Cooper indeed.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

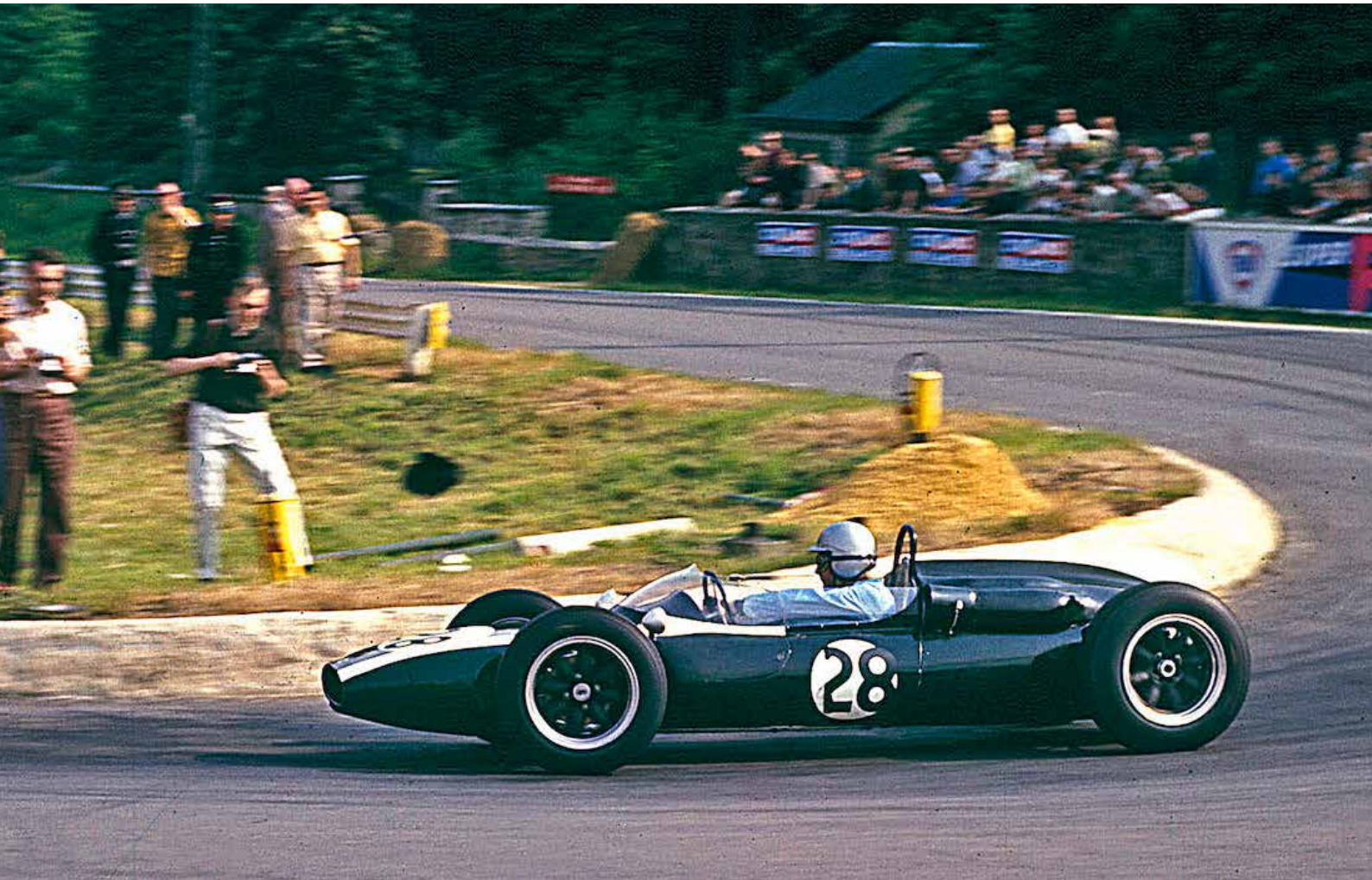
£100,000 - 150,000

€110,000 - 160,000

No Reserve



Three-times World Champion Driver Jack - later Sr Jack - Brabham in the Cooper-Climax T55 offered here rounding La Source Hairpin, Spa, during the 1961 Belgian Grand Prix.



C.1949 DAVID BROWN VAK1 CROPMASTER TRACTOR

Registration no. to be advised

Chassis no. P19717

- *One of David Brown's most successful tractors*
- *Restored in 2018*
- *New clutch and tyres*
- *V5C Registration Certificate applied for*



Perhaps best known for his ownership of Aston Martin from 1947 to 1972, Sir David Brown had become managing director of the family firm, David Brown & Sons, in 1931. The company had been founded in 1860 by his grandfather, also called David, as pattern makers in Huddersfield, West Yorkshire, where it remains to this day. By the end of the 19th Century, the firm was specialising in the manufacture of machine-cut gears and other precision-engineered components. David Brown became Managing Director following his father Percy Brown's death in 1931.

Trading as David Brown Tractors Ltd, the company first turned to the manufacture of tractors in 1936 in collaboration with inventor Harry Ferguson, building the Ferguson-Brown tractor at a plant in Meltham Mills, West Yorkshire. However, Messrs Brown and Ferguson disagreed over design details and went their separate ways. Ferguson then entered into what would turn out to be an acrimonious partnership with the Ford Motor Company, leaving Brown to design his own tractor, the VAK1 or 'Cropmaster', during WW2. Brown eventually sold over 7,700 of his new VAK1 heavy tractor and became a wealthy man.

In the post-war era, David Brown Ltd was one of the UK's largest tractor manufacturers. Following the acquisition of Aston Martin in 1947, these two elements of the family business became closely linked, sharing facilities and management; indeed, the manufacturing of Aston Martin cars was overseen by the tractor division's chief engineer, Bert Ashfield, while engine design and production was based at Meltham. But its owner's subsidisation of his beloved Aston Martin could not be sustained forever. When the sports car maker was sold in 1972, the tractor division was bought by Tenneco International, which eventually re-badged its products as 'Case', another tractor manufacturer it owned.

Definitely a cut above the average 'Fergie' and guaranteed to excite the more-knowledgeable enthusiasts at your local agricultural show, or even Aston Martin gatherings, this David Brown Cropmaster was restored by its previous owner in 2018. Described by the vendor as in generally very good condition, benefiting from a new clutch and tyres, the vehicle comes with its original chassis plate and a letter of authentication from the David Brown Tractor Club, and is expected to possess a V5C Registration Certificate by time of sale.

£8,000 - 10,000**£8,700 - 11,000****No Reserve**

1958 AUSTIN A35 HRDC ACADEMY COMPETITION SALOON

Registration no. to be advised

Chassis no. 001

- *The prototype Academy car*
- *Developed by Rupert Keegan*
- *Raced at the Goodwood Revival by Chris Rea*
- *Eligible for the Goodwood Revival's St Mary's Trophy*



The growing popularity of events such as the Goodwood Revival and Silverstone Classic meetings prompted the Historic Racing Drivers Club's Race Director Julius Thurgood to launch an affordable entry-level single-make race series for historic saloons: the Academy. The make and model chosen was the Austin A30/A35. A comprehensive set of Control Formula rules and regulations was drawn up to ensure that cars would be very closely matched, and the result has been some very exciting wheel-to-wheel racing.

All Academy cars have to be road registered and MoT'd, and only one type of engine is permitted: a sealed unit built by Classic & Modern Engine Services of Bracknell. To convert cars to racing specification, the HRDC developed a kit of parts for the purpose; each marked with an HRDC reference number. The Dunlop R65 L-section tyre is the only type permitted.

The Academy idea has been so successful that the entire grid for the St Mary's Trophy race at the 2016 Goodwood Revival was made up of these cars, with celebrity drivers including Jason Plato, Jean Alesi, David Coulthard, Rowan Atkinson, Chris Hoy, Darren Turner, and many others.

Developed by ex-Formula 1 driver Rupert Keegan, the Austin A35 offered here is the prototype Academy car (chassis number '001') and was originally raced by Charles Settrington. This car was raced at the Goodwood Revival in 2015 by rock star Chris Rea and *Octane* magazine's then editor, David Lillywhite. Since then it has been raced again at the Goodwood Revival (in 2016, with Amanda Stretton) and also at the 2017 Silverstone Classic Celebrity event by the current owner, international best-selling crime novelist, Peter James. Described by Peter as in very good condition throughout, '001' represents a wonderful opportunity to acquire the very competitive car that kick-started this now immensely popular Historic racing formula.

£14,000 - 18,000

€15,000 - 20,000

No Reserve

C.1959 FIAT 1100 'ABARTH EVOCATION' COMPETITION SALOON

Registration no. not registered
Chassis no. 51865

- Delivered new to South Africa
- The only car of its kind in the UK
- 1,500cc engine
- Raced in the Goodwood Revival's St Mary's Trophy



FIAT's original '1100' family, which had commenced back in 1937 with the 508C Balilla, eventually came to an end with arrival of the all-new 1100-103, which debuted at the Geneva Motor Show in 1953. The 1100/103 featured unitary construction of the body/chassis and was powered by an entirely new 1,089cc overhead-valve four-cylinder engine. Saloon and station wagon models were offered and a high-performance version soon followed, the TV (*Turismo Veloce*) being introduced at the 1953 Paris Salon.

The 1100 TV was an in-house product, but most of the more memorable high-performance FIATs of this period were the work of Abarth. After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian automobile 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, many of which were produced in conjunction with Carrozzeria Zagato. An innovative concern with a sporting pedigree second to none, Abarth was taken over by FIAT in 1972.

Although the FIAT models modified by Abarth over the years were many and varied, the company never turned its attention to the 1100, hence this one being termed an 'Abarth Evocation'. This particular right-hand drive car was delivered new to Pretoria, South Africa and retains the supplying dealer Capital Motors' plaque.

Previously owned by Guy Harman during 2013/2015, it was driven in the Goodwood Revival's St Mary's Trophy event in 2015 by Rob Gravett and *Autosports* Editor Ben Anderson, finishing 11th overall. International best-selling crime novelist, Peter James acquired the car soon after. In 2017 Peter raced again in the St Mary's Trophy with co-driver Amanda Stretton, and as the sole driver in the 2018 Sears Trophy.

£15,000 - 20,000
€16,000 - 22,000

204

1944 FORD JEEP 4X4 LIGHT UTILITY

Registration no. 191 UXD

Chassis no. 174394

- *The most iconic military vehicle of all time*
- *Benefiting from long-term restoration*
- *Offered from a private collection*
- *Ideal period transport for the Goodwood meetings*



Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Ford Jeep's restoration was commenced in France in 1990 and has continued in the UK since 2012. Works carried out have included renewing the clutch, starter motor, carburettor, and battery. Bills and photographs relating to the restoration are on file. Forming part of a private collection of military vehicles and other classics, which is being reduced in size, the Jeep has seen only light use, covering a very limited mileage. Offered with a V5C document, dating certificate, and American Auto Club International military vehicle identification sheet, this restored Ford Jeep would be ideal period transport for next year's Goodwood meetings.

£16,000 - 24,000
€17,000 - 26,000

205

One of 200 made

1995 RANGE ROVER CSK 3.9-LITRE 4X4 ESTATE

Registration no. J544 WDW

Chassis no. 3GA464285

- Rare limited edition two-door model
- Automatic transmission
- Extensive restoration by Mototechnique (2012-2018)
- New Michelin tyres



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. 'Spen' King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

A few years before the new version's arrival it had been decided to build a limited edition of 200 two-door cars to celebrate 20 years of the Range Rover. Appropriately, this new model was designated 'CSK', these being the initials of the concept's originator: Charles Spencer King. All 200 were finished in black with silver coach-lines and had beige leather upholstery. But whereas many run-out limited editions feature merely cosmetic differences, the CSK's arrival marked a significant technological development for the Range Rover: the adoption of anti-roll bars front and rear.

This rare and historic Range Rover variant benefits from an extensive 'body off' restoration undertaken by Mototechnique between 2012 and 2018, and is presented in generally excellent condition. The engine was serviced recently and is in good running order, while new Michelin tyres were fitted earlier this year. The car is offered with restoration invoices, current MoT, and a V5C Registration Certificate.

£60,000 - 80,000

€65,000 - 87,000

206 N

1964 AUSTIN-HEALEY 3000 MKIII CONVERTIBLE

Registration no. not UK registered
Chassis no. HBJ8L-25899

- Imported from the USA in 2015
- Previously resident in California
- Body off restoration between October 2016 and December 2017



"Competition? The 3000 spoils for it. It's the only British sports car ever to have won the Liège-Rome-Liège Rally, which is probably the most destructive test of them all. It's also the only British sports car ever to have won it twice!" – Austin Motor Co Ltd.

Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp, good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as before, though Girling front disc brakes were a welcome improvement. Introduced in 1961, the MkII in Convertible form brought improved practicality courtesy of a fixed foldaway top and winding windows. From now until the end of production the only 3000 model available would be the 2+2, the less popular two-seat version having been dropped.

The 3000 MkIII with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with revised rear suspension. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design, the Big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered. Today the Big Healey family enjoys an enthusiastic following and is catered for by a worldwide industry of spare parts and service providers.

This left-hand drive MkIII 'Phase I' was imported from the USA in March 2015 and acquired from a German dealer by the present owner in November of that year. Related import documentation and a bill of sale are on file together with a State of California Certificate of Title issued in 1970. Following its importation the Healey was treated to a comprehensive 'body off' restoration, commencing in October 2016 and finishing in December 2017, and comes with numerous restoration photographs on a USB stick. Sold only because the current owner is thinning out his collection, this beautiful Big Healey is ready for the next fortunate owner to enjoy.

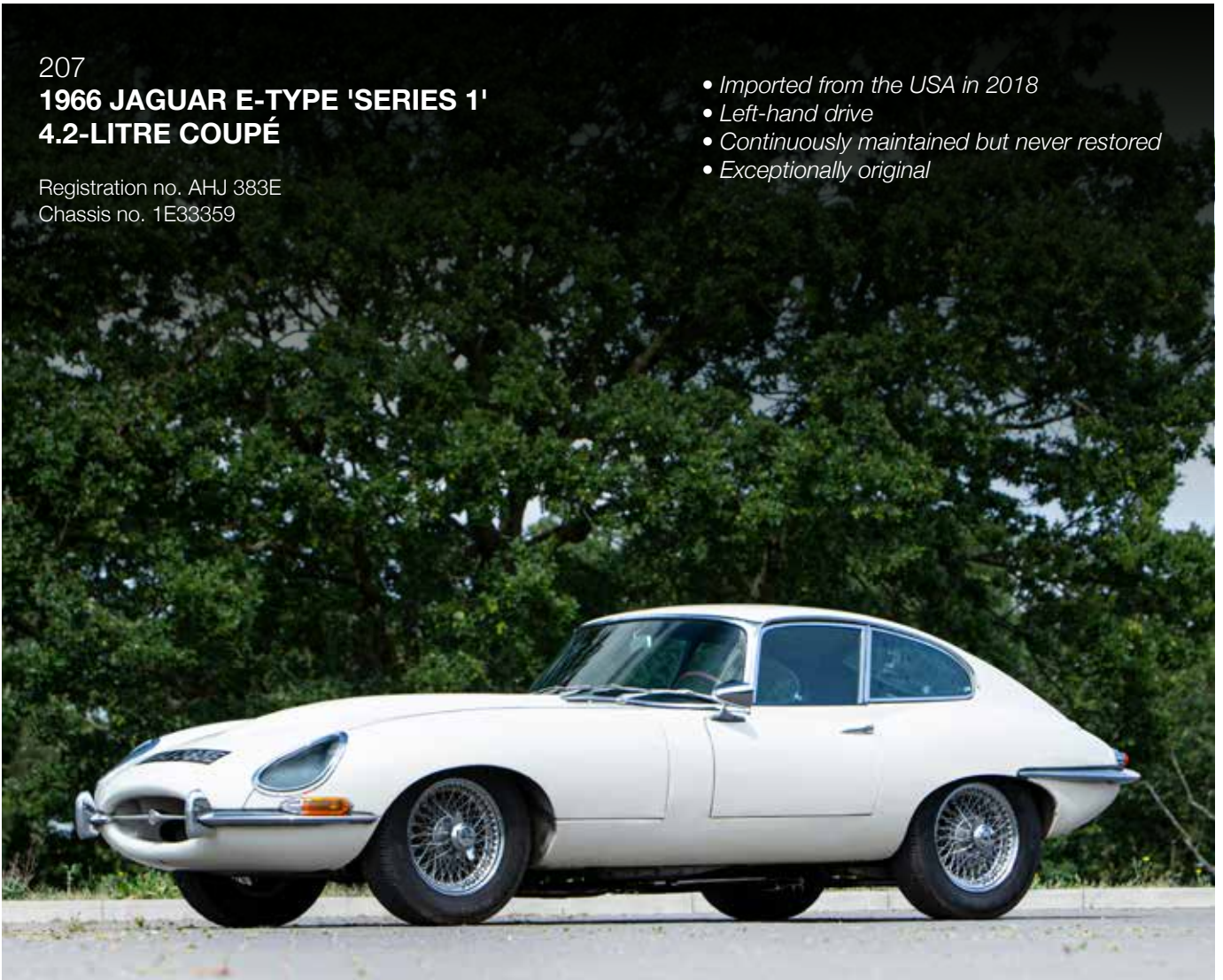
£35,000 - 40,000
€38,000 - 44,000

207

**1966 JAGUAR E-TYPE 'SERIES 1'
4.2-LITRE COUPÉ**

Registration no. AHJ 383E
Chassis no. 1E33359

- *Imported from the USA in 2018*
- *Left-hand drive*
- *Continuously maintained but never restored*
- *Exceptionally original*





"As a high-performance touring car there are few machines to equal the E-Type, and none at all in its price bracket. Effortless is the correct word to describe it, for it is a real mile-eater and also one of the least fatiguing cars to drive... In addition, it carries prestige value, for it is regarded by the most discriminating customers as the best buy in its category which it possible to acquire." – *Autosport*, 21st August 1964.

Although written more than 40 years ago, Gregor Grant's summary of the E-Type's appeal has lost none of its relevance, despite the model's inevitable evolution from frontline production sports car to collectible modern classic. Grant's road test was published in August 1964, only two months ahead of the E-Type's first significant upgrade, which saw it relaunched with the 4.2-litre version of the peerless XK 'six'. 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" (229mm) 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.

This exceptionally original 4.2-litre Series 1 E-Type has had only two previous owners, the last of whom kept the car from 1971 to 2018 when it was imported into the UK having spent all of its life in California, USA. Continuously maintained but never restored, it is rust-free and retains most of its original paintwork and interior trim. The panel gaps are described as superb, and the car is said to drive really well. As original and sound an E-Type as you are ever likely to find, this wonderful example is offered with a V5C Registration Certificate and its original guarantee and service book.

£80,000 - 100,000
€87,000 - 110,000

208

In current ownership for 35 years

**1924 BUGATTI TYPE 23 'BRESCIA'
OPEN TOURER**

Registration no. not UK registered
Chassis no. 2064

- *Delivered new to Australia*
- *Complete known ownership history from new*
- *Restored in the 1970s*
- *Present ownership since 1985*
- *Enthusiastically used and well maintained*



2 (main)



1
Bugatti Brescia 2064, newly delivered to Australia, first registered (vic) 63133). It is seen here being driven by Arnold Wootton at a club gymkhana, 1924.

2 (main)
Bugatti Brescia 2064, being driven on the newly completed Motordrome at South Yarra, Melbourne, 1924.

3
Bugatti Brescia 2064, with the first fabric body manufactured in the Wootton furniture factory c.1924.

4
Bugatti Brescia 2064, with the four seater touring body as constructed by John Porter in the 1970's.



Arnold H Wootton was a prominent figure in the motor sports community in Australia's south eastern state of Victoria when he took delivery of this car, one of the first batch to come to Australia via Bugatti's London agent, Colonel W L Sorel, having been delivered from the factory on 5th May 1924. Shortly after its arrival the Bugatti took part in a hill climb at Malpas Hill, Mount Ridley on Saturday 4th October 1924. The Brescia was second fastest to Cooper's ex-Goux French Grand Prix Ballot 2LS in the owner/driver event and was just beaten by Whitehead's similar Brescia in the open event.

In 1926, second owner Marjory Honeybone was given the car as an eighteenth birthday present by her husband, Ken. The Bugatti then had three further owners – John L Mundy, Keith R McConachy, and Henry B Thomas, in that order – before being taken to and registered in Victoria in 1943 by Bryan Butler. A prominent New South Wales Bugatti owner and partner in Nolan & Butler, motor trim suppliers with a branch in Melbourne, Bryan Butler used the car regularly in VSCC competition in New South Wales immediately after WW2 alongside '2566', the two cars being shared with his brother, John.

'2064' was returned to Victoria in the early 1950s and next owned by Bon Batchelor followed by Graeme Steinfort. Complete but in poor condition, it was beautifully restored in Victoria in the 1970s by John Porter. Since 1985 the Bugatti has been owned and regularly used by the current owner, noted marque authority Peter McGann, author of Brescia Bugatti and co-author with Bob King of Bugattis in Australia and New Zealand 1920-2012.

A much loved car equally at home on the highway or on its way to the local coffee shop, '2064' has benefited from considerable restoration works since its acquisition some 34 years ago. Not the least of these was the removal of the 'bridge' behind the front seats, which restricted legroom for both driver and passenger. This was done circa 2000 when further changes were made to the body frame to increase the internal width of the passenger compartment. At the same time new bucket seats were installed; the body re-skinned with fresh fabric; the interior re-trimmed; and the car re-sprayed.



In 2015 the engine (number '481') was completely dismantled, with any worn or defective parts replaced prior to re-assembly. Prior to 2015 a new camshaft of slightly higher performance than standard had been fitted; the valve gear overhauled; new 'banana' tappets fitted; a new oil pump installed; and both magnetos rewound (original components with car). The running gear too has benefited from regular maintenance over the years. Components renewed include the crown wheel and pinion; rear brake back plates; wheel bearings; brake drums and linings; clutch plate set and thrust bearing; wheel bearings; and tyres (a fully detailed list of all works is available).

Included with the car are two packages. One contains many of the original parts that have been replaced over the years, while the other contains the following books: a copy of the original chassis handbook as issued by the factory; a copy of the Brescia spare parts book; a copy of *Brescia Bugatti*, a copy of *Bugattis in Australia and New Zealand 1920 to 2012*; and a copy of *Bugatti Passion* (the history of the Bugatti Club in Australia).

£220,000 - 300,000
 €240,000 - 330,000



1931 ROLLS-ROYCE 20/25HP SHOOTING BRAKE

Coachwork by Barker & Co/James Young

Registration no. UR 8991

Chassis no. GNS45

- *First owned by J Pierpoint Morgan II*
- *Originally bodied by Barker as a landaulet*
- *Converted to shooting brake configuration by James Young in 1942*



This unique Rolls-Royce started life as a Barker-bodied landaulet commissioned by the American banker, J Pierpoint Morgan II, who at the time of its delivery was serving as the United States' Ambassador to the Court of St James's. Like Morgan's Phantom tourer, also bodied by Barker, 'GNS45' featured the side-mounted spare wheels and scuttle-top sidelights typical of contemporary US-bodied Rolls-Royces. Registered in Hertfordshire, where Morgan owned Wall Hall, Aldenham, the 20/25 remained with its American owner up to 1942 when it was offered for sale by Rolls-Royce specialists Alpe & Saunders.

Its second owner was another member of the merchant banking establishment: Herman Andrae, a partner in Kleinwort, Sons & Company, and it was he that commissioned the shooting brake conversion from coachbuilders James Young of Bromley. Barker's bonnet, front wings, scuttle panel and patented headlamp dipping mechanism were retained together with the walnut dashboard and original controls, while James Young's van-like timber-framed rear body was nothing if not supremely practical, being equipped with multiple hooks for hanging dead game.

Herman Andrae owned Moundsmere Manor near Basingstoke, Hampshire where his newly converted Rolls-Royce was used as an estate hack for shooting parties, towing the horsebox, and general domestic duties, though always chauffeur driven. Classed as a dual-purpose vehicle, the shooting brake qualified for an extra fuel allowance, and important consideration in wartime.

Andrae kept the Rolls-Royce until 1952 when it was sold through the Autowork dealership in Winchester. Many years later, in 1997, the Andrae family spotted 'GNS45' for sale at an auction; although unable to purchase the car at the sale, Herman's grandson Mark was able to buy it from the vendor, a collector of fairground memorabilia.

Thus the Rolls-Royce returned to Moundsmere Manor where it remained for many years. Re-commissioned some time ago, it has seen little use over the course of the last 20 or so years, venturing out for the occasional family wedding and attending the Thorneycroft Classic Car Show in 2008. In 2015, 'GNS45' was checked over prior to featuring in an article written by Douglas Blain for *The Automobile* magazine (August 2015 edition, copy available). Clearly enjoying the experience, he wrote: 'As it happens, with a low-mileage car like this in unspoilt original condition, one's satisfaction comes from driving it unobtrusively, just as a chauffeur was trained by the works to do.'

The Rolls-Royce was last used in 2016 and upon our recent inspection when, assisted by a battery booster and treated to fresh fuel, the engine burst into life on the first throw of the starter. In recent months new leather seat cushions to the front compartment of the car have been fitted. Nevertheless, a thorough check over is advised before returning this grand old lady to active use.

£30,000 - 40,000**€33,000 - 44,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

210

1972 RANGE ROVER 4X4 ESTATE

Registration no. EHN 312H

Chassis no. AR1695021

- Early classic three-door 'Suffix A' model
- Extensively restored in 2013/2014
- Well maintained
- Electronic ignition



An truly outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. A separate, Land Rover-type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept.

An excellent example of the increasingly collectible three-door model, this early Range Rover (the rare and much desired 'Suffix A' model) was delivered new on 22nd March 1972 with the registration number 'DNV 437K'. Sold by Moores of Brighton, the car was first owned by Alexander Contract Rentals of Northampton.

In 2003, the Range Rover moved to the Netherlands and was supplied there via Jansen Range Rover Parts, a company still trading today. On 11th June 2004 the car was purchased by Mr J Bosman in the Netherlands, who owned it until October 2013. Peter Wiltshire of Derby purchased the Range Rover in 2013 and over the next year or so undertook significant refurbishment. Works carried out/parts fitted include the following:

Inner and outer sills	Rebuilt cylinder head
Inner wing	New exhaust
New hoses	Braking system overhaul
Distributor	Power steering rebuilt
Drive belts	New fuel tank

In 2016 the car was purchased by Mr A O'Neil of Somerset, who undertook further works to keep it in good order. The current vendor purchased the Range Rover in 2018, and since then the rear cross member has been replaced and electronic ignition fitted. Offered with sundry restoration bills and a V5C Registration Certificate, 'DNV 437K' also comes with its original owner's manual and service booklet, the latter stamped regularly up to October 1977.

£35,000 - 45,000
€38,000 - 49,000

211

1955 JAGUAR XK140 SE COUPÉ

Registration no. SJF 582

Chassis no. S804459

- One of only 199 right-hand drive XK140 SE fixed-head coupés
- Supplied new to Fox's Glacier Mints Ltd, Leicester
- Known ownership history
- Most recently restored in the late 1990s/early 2000s





Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. A close-ratio gearbox enabled better use to be made of the increased performance, and Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by Road & Track magazine, a USA-specification XK140 MC (as the 'C'-type 'head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

One of only 199 right-hand drive XK140 SE fixed-head coupés made, this pristine example has the 'C'-type cylinder head and was originally supplied to Fox's Glacier Mints Ltd of Leicester. The original buff logbook records the second owner as W H Peat of Leicester (1958) and lists two further owners: Ralph Hulett (1960) and Ronald Duffin of Leicester (1961 onwards). The XK has had only one owner since 1961 and is offered for sale only because of the death of the last recorded keeper.

'SJF 582' has been restored twice: the second 'last nut and bolt' restoration commenced around 1995 and took many years to complete, while the first restoration appears to have been carried out circa 1980. The rebuilds are documented in six albums of photographs. Finished in black with red leather interior, and equipped with chrome wire wheels, this beautiful car retains matching numbers and is presented in mint condition. Accompanying documentation consists of a JDHT Certificate; some old tax discs; a V5C Registration Certificate; current MoT; and an original Operating, Maintenance and Service handbook and oil chart. Coopercraft front disc brakes and a BroadSport header tank are believed the only deviations from factory specification.

£90,000 - 120,000
€98,000 - 130,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

212 ^{AR}

BANKSY (B.1975)

Turbo Zone Truck
(Laugh Now But One Day We'll Be In Charge)
2000

signed twice in stencil

368 by 101 by 251 cm.
144 7/8 by 39 3/4 by 98 13/16 in.

This work was executed in 2000.

£1,000,000 - 1,500,000
€1,100,000 - 1,600,000

This work is accompanied by a certificate of authenticity issued by Pest Control Office.

Provenance

Acquired directly from the artist in 2000.

Literature

Banksy, *Wall and Piece*, London 2005, p. 5, illustrated in colour



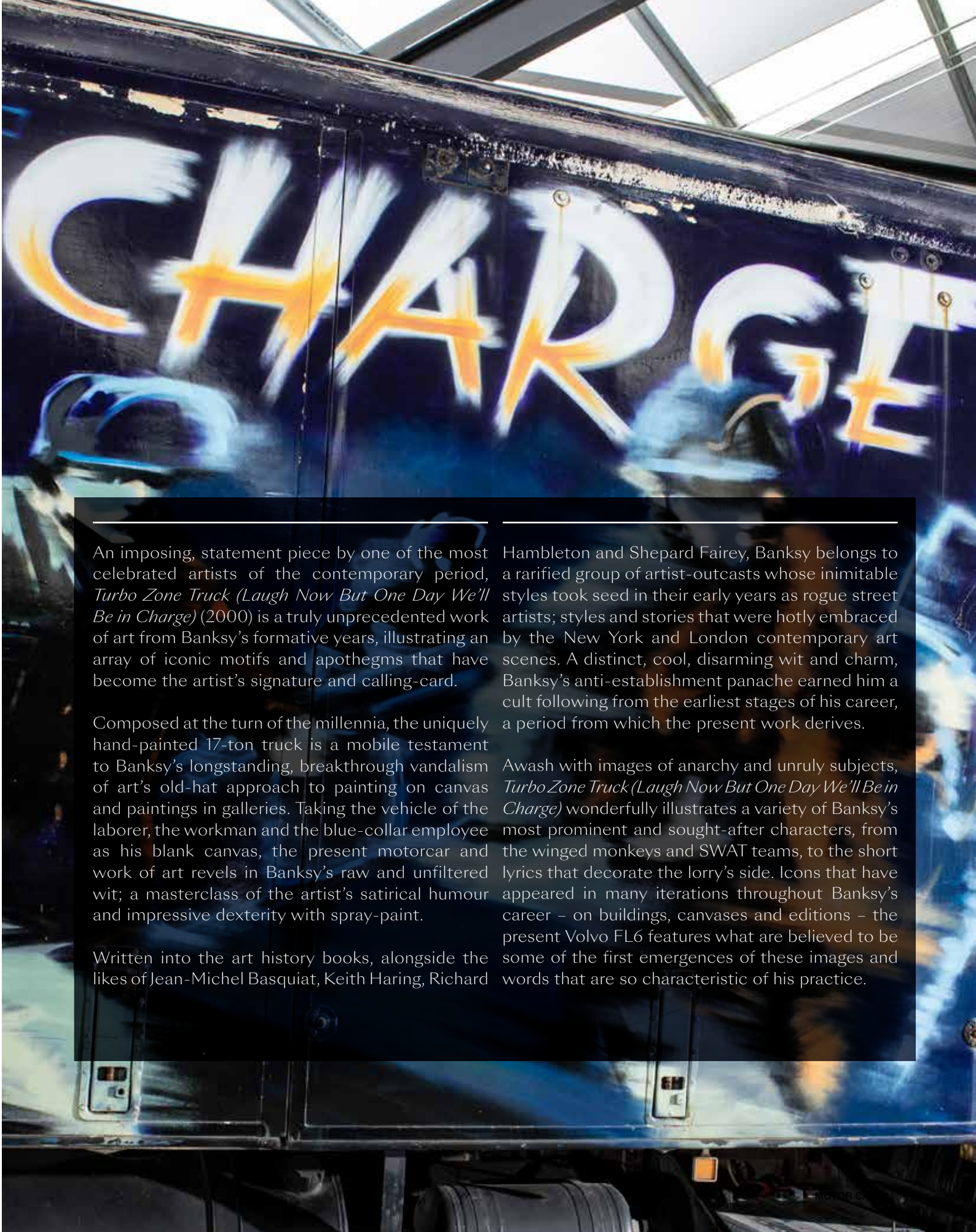


1988 VOLVO FL6 TRUCK

Registration no. F6669 FBW
Chassis no. YB1E6A4AOJB422208

Offered with a V5C Registration Document.





An imposing, statement piece by one of the most celebrated artists of the contemporary period, *Turbo Zone Truck (Laugh Now But One Day We'll Be in Charge)* (2000) is a truly unprecedented work of art from Banksy's formative years, illustrating an array of iconic motifs and apothegms that have become the artist's signature and calling-card.

Composed at the turn of the millennia, the uniquely hand-painted 17-ton truck is a mobile testament to Banksy's longstanding, breakthrough vandalism of art's old-hat approach to painting on canvas and paintings in galleries. Taking the vehicle of the laborer, the workman and the blue-collar employee as his blank canvas, the present motorcar and work of art revels in Banksy's raw and unfiltered wit; a masterclass of the artist's satirical humour and impressive dexterity with spray-paint.

Written into the art history books, alongside the likes of Jean-Michel Basquiat, Keith Haring, Richard

Hambleton and Shepard Fairey, Banksy belongs to a rarified group of artist-outcasts whose inimitable styles took seed in their early years as rogue street artists; styles and stories that were hotly embraced by the New York and London contemporary art scenes. A distinct, cool, disarming wit and charm, Banksy's anti-establishment panache earned him a cult following from the earliest stages of his career, a period from which the present work derives.

Awash with images of anarchy and unruly subjects, *Turbo Zone Truck (Laugh Now But One Day We'll Be in Charge)* wonderfully illustrates a variety of Banksy's most prominent and sought-after characters, from the winged monkeys and SWAT teams, to the short lyrics that decorate the lorry's side. Icons that have appeared in many iterations throughout Banksy's career – on buildings, canvases and editions – the present Volvo FL6 features what are believed to be some of the first emergences of these images and words that are so characteristic of his practice.

In a field dominated by tags and trademarks, the symbols of Banksy's practice are fundamental to his formal vocabulary, making this, the earliest iteration of some of these central themes, a truly significant motorcar and work of art.

Invited to southern Spain in 1999, Banksy was propositioned to paint the Volvo lorry in anticipation of a warehouse party that had been planned for the New Year and millennium celebrations in 2000. After spraying the initial layers of paint on stage and under spotlights during the party, Banksy completed the truck over the next two weeks, detailing and rendering the artwork in a prototypical, free-hand style. In the subsequent years, the truck toured Europe and South America with Turbozone Circus,

a company known for their pyrotechnics. An artist known for his in-situ works, often highly political in nature, choosing as dangerous and fractious sites as Israel's West Bank and towns under siege in the northern Gaza Strip, the artwork – which is denominated as such under the conditions of it being in running order as a vehicle – is wholly unique in its mobility and the amount of exposure it has seen since its fabrication after being driven in locations around the world.

Many of the greatest artists of the last five decades have taken to vehicles as their canvas, including Keith Haring, Sterling Ruby, Alexander Calder, Richard Prince and Andy Warhol; perhaps most famously as part of the BMW Art Car series. Hugely



rare and highly sought-after, such objects eclipse the studio practices of these artists, and often preempt new and momentous passages in the course of their work. Banksy's *Turbo Zone Truck* (*Laugh Now But One Day We'll Be in Charge*) stands as a foundational work of art by one of the 21st Century's most acclaimed, prized artists and social commentators.

Synthesizing street art and motoring, contemporary art and graffiti, an object of labour and the paint of an aesthete, this Banksy-painted Volvo FL6 is an extraordinary object that represents an opportunity to attain both a prodigious work of art and a noteworthy vehicle with an incredible story.



The Barry Burnett Collection

Part II



BARRY GRAHAM BURNETT (1947 - 2009)

Barry was born in Somerset in 1947, the only son of parents Richard and Audrey Burnett. He was educated at Colston's Boys School in Bristol, leaving aged 16 to join his father in the building trade. Barry's fascination for exotic motor cars had started when he was 12 on the occasion of a visit with his father to the famous Halfway Garage where he saw the André Surmain D8S Delage. At the time Barry's father owned various Vintage Bentleys and Rolls Royces.

The first car Barry acquired was the Corsica-bodied 1931 Daimler Double Six, which he purchased at the Beaulieu Autojumble auction in the early 1960s. Barry prised his father out of the bar and into the auction where he raised his hand once only to buy it for £510 before going back to order another drink - another of Barry's passions!

Barry sold this car in recent times and it famously went on to win the Pebble Beach Concours d'Elegance in 2006. This astute purchase showed his canny eye for quality and many more superb examples followed: another Fogni bodied D8S Delage, the ex-Betty Haig AC, the 1936 Lagonda V12 prototype, Duesenburg J Type, Mercedes-Benz 300SL, Bugatti Type 57 Atalante, various Vintage Bentleys and others to build a collection that grew to over 60 cars. Barry once commented: "Some people like to collect paintings, but for me cars are my works of art. They give me just as much thrill as an Old Master".

One of Barry's great delights was to show friends and enthusiasts around the collection, explaining in great depth the technical data and history of each car, his knowledge being quite extensive. Sadly, Barry was diagnosed with cancer in 2006 and his lifelong ambition to restore his entire collection was never to be. With great reluctance the family decided to part with selected vehicles so that they could use the sale proceeds to maintain and enjoy Barry's favourite cars and continue the Burnett Collection's development. The first part of Barry's collection was offered for sale by Bonhams' in 2009, when all 28 cars found delighted new owners.

Barry was a true enthusiast and very well known within the motoring fraternity. He would always be found here at the Goodwood Revival, either at the auction or most likely having a beer at the bar with other enthusiasts, discussing his great passion: motor cars.

214

1964 JAGUAR D-TYPE RE-CREATION

Coachwork by Deetype Replicas Ltd

Registration no. CJF 612B

Chassis no. to be advised

- Faithful re-creation of Jaguar's legendary Le Mans winner
- Monocoque and sub-frames construction
- Registered as a 1964 Jaguar E-Type
- Acquired by Barry Burnett in 2005



"This 190mph technical masterpiece, designed, built and prepared totally within Jaguar, was to achieve a hat-trick of spectacular Le Mans victories in the 1950s." - Paul Skilleter, *Jaguar: The Sporting Heritage*.

The Jaguar C-Type had won the coveted Le Mans 24 Hour race twice (in 1951 and 1953) and was still competitive when Chief Engineer Bill Heynes and his team set about designing its successor. Moving the game on, Heynes abandoned the C-Type's tubular spaceframe chassis, adopting instead an aluminium monocoque body tub to which the aluminium front sub-frame carrying the engine and suspension was welded. It was an immensely far-sighted design, though later versions switched to a bolted-on steel framework. As ever, victory at Le Mans was Jaguar's first priority and so a great deal of attention was paid to getting the aerodynamics right. Aerodynamicist Malcolm Sayer duly came up with an efficient, wind-cheating shape that enabled the D-Type to outrun the opposition despite having a deficit of over 100 horsepower on occasions. In so doing he also created one of the most beautiful racing sports cars ever made. As well as building cars for the works team, Jaguar also undertook a limited production run for sale to privateers and between 1954 and 1957 some 87 in total of all variants were produced at Jaguar's Coventry factory.

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic works sports-racers. Constructed to the highest standards, this re-creation of Jaguar's legendary Le Mans-winner is the work of Deetype Replicas Ltd of East Hanningfield, Essex.

Unlike some D-Type replicas, this one is built to the same basic layout as the original, comprising an alloy monocoque centre section to which are attached tubular steel sub-frames supporting the engine and suspension. The bonnet and tail designs are the same as those of the 1956/57 'long nose' Le Mans D-Types. 'CJF 612B' is registered as a Jaguar E-Type of 1964 so has the 3.8-litre XK engine. Serviced for the sale by Edwards Motorsports (near Bristol), the car is offered with sundry bills, a Deetypes brochure, and a V5C Registration Certificate showing Barry Burnett as owner from 2005.

£40,000 - 70,000

€44,000 - 76,000

215

**1936 LAGONDA LG45
T8 REPLICATOR**

Registration no. AGA 162
Chassis no. 12017

- A true supercar of its day
- Original registration mark
- Restored and re-bodied in the late 1980s/early 1990s
- Acquired by Barry Burnett in 2005



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Shortly after the M45's introduction, *The Autocar* got its hands on one. "A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits."

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholls performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.



Under W O Bentley's technical direction the big Lagonda became more refined: the M45's successor - the LG45 - gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

In its road test published on 10th April 1936, *The Autocar* declared: "The 4½-Litre has always given a fine performance; in its latest form it provides all the performance that anyone can reasonably require, and at the same time has been silenced, smoothed out and made a much more comfortable car, so that in comparison with the earlier versions it is hardly recognisable on first driving it. It can only be said that the appeal of the car has been considerably widened, for the people who today set great store by noise and a harsh suspension are greatly outnumbered by those to whom refinement in a fast car is far more desirable."

One of only 278 LG45s produced during 1936/37, chassis number '12017 was ordered by main dealers Kevill Davies & March in November 1935 and subsequently shipped, unregistered, to Burton & Tweedy, Lagonda's dealers in Glasgow. The car was purchased new by Mr Alexander Shanks of Falkland, Fife (bill of sale on file). In 1954, the Lagonda was traded in (for a Mark VII Jaguar) by Mr Harry Shanks, son of the original owner.

In the early 1960s the original body was destroyed and the damaged car purchased later in the '60s from a garage in Glasgow. It would appear that no renovation was attempted, as when the car next changed hands again (in October 1986) its purchaser intended it only to serve as a source of spares for another car. Happily, that fate was avoided and '12017' was subsequently fully restored, all the mechanicals being rebuilt and a new tourer body manufactured to 1935 Lagonda T8 pattern in 1990/1993 (see restoration photographs on file). The rebuilt Lagonda was acquired by the late Barry Burnett in 2005 from a Mr Michael Hallowes of Gloucestershire, its owner since December 2002. The Lagonda has been serviced for the sale by Edwards Motorsports (near Bristol).

Highlights of the extensive history file include original Lagonda maintenance invoices; Lagonda Club correspondence; VSCC eligibility document (2003); old/current V5C registration documents; and various old logbooks, expired MoT certificates, and maintenance invoices. A spare engine comes with the car.

£120,000 - 160,000
£130,000 - 170,000

216

**1936 TALBOT LAGO T23 4.0-LITRE LE MANS
TOURER RE-CREATION**

Coachwork by Weston Coachworks

Registration no. 754 UXJ

Chassis no. 930200465169

- *Right-hand drive*
- *Built by Peter Wigglesworth in the early/ mid-2000s*
- *Chassis shortened to T23 specification*
- *Replica Le Mans Tourer body*
- *Sold to Barry Burnett in the mid-2000s*





On the dissolution of the Sunbeam-Talbot-Darracq combine in 1935, automobile engineer Major A F 'Tony' Lago bought the Darracq factory at Suresnes and continued production, selling his cars as Darracqs in the UK and Talbots in France. The revitalised marque embraced both sports car and Grand Prix racing, and in 1937 achieved victories in the French Grand Prix and the Tourist Trophy; from then onwards it was an uphill struggle against the state-subsidised might of the German and Italian opposition. There were, however, many notable successes in the immediate post-war years, including three Grand Prix wins for French Champion Louis Rosier.

The first Lago-built cars retained the existing X-braced, independently front suspended chassis, but were powered by new six-cylinder engines of 3.0 and 4.0 litres designed by engineer Walter Becchia. 'Baby', 'Minor', 'Major', and 'Master' models of varying wheelbase lengths up to 3,450mm were produced, while a 2.4-litre four-cylinder model was offered on the French market only. Lago had assisted in the development of the Wilson pre-selector gearbox in England, and this form of transmission was retained on the larger models. The marque's ultimate pre-war road car, the 4.0-litre T150 Lago Special, featuring inclined overhead valves set in hemispherical combustion chambers and opened via crossed pushrods, produced 140bhp and was good for more than 100mph, while for competition purposes there was the T150C on the shortest available wheelbase of 2,650mm.

Right-hand drive, like all quality French sports cars of the pre-WW2 era, this 4.0-litre example was built by VSCC stalwart Peter Wigglesworth. In the early 2000s, Peter went to France with friend and collector John Guyatt, and met a respected figure within the Talbot Lago Owners Club who owned a Talbot Lago T23 long-wheelbase rolling chassis.

The car consisted of the chassis, engine, gearbox, rear axle, most of the instrumentation, and the original bulkhead which was stamped with correct Talbot Lago number stamping.

Upon purchase, Peter commenced the restoration to T23 Le Mans specification and shortened the chassis appropriately. Mick Sharp of Weston Coachworks, Derby then re-bodied the car in the style of one of the Talbot Lago Le Mans tourers. The interior was re-upholstered by respected pre-war trimmer Ron 'Ozzy' Osborne, since retired. The engine was fully rebuilt and the gearbox overhauled by renowned specialist, Cecil Schumacher. Once completed, the rebuilt Talbot Lago was used enthusiastically by Peter, who recently told Bonhams: "we found that the car had very impressive performance and the handling was superb".

Sold to Barry Burnett in the mid-2000s, '754 UXJ' has recently been re-commissioned by Edwards Motorsport ready for sale. It is offered with a V5 document but no other paperwork.

Talbot Lago ranks alongside Bugatti, Delage, Delahaye, and Hispano Suiza in the pantheon of great French marques, and this example represents an exciting opportunity to own a fine replica of one of its most highly prized models at a fraction of the cost of an original.

£100,000 - 150,000
€110,000 - 160,000

217

The factory press car; ex-Earl Howe

1938 LAGONDA V12 'LE MANS REPLICA' TWO-SEATER

Registration no. NPJ 680

Chassis no. SS 19221

- *Pre-production prototype*
- *Factory press car*
- *'100-miles-in-the-hour' national record holder (1938)*
- *Known ownership history*
- *Present family ownership since 1989*



'In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art - not forgetting, of course, that it probably should be considered W O Bentley's masterpiece.' - *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4½-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear. Approximately 185 V12s of all types were built before the coming of WW2 prematurely ended production.

For Lagonda, the year 1935 had brought with it bankruptcy and rescue, its benefactor being a young solicitor named Alan Good. Good reorganised the company and recruited W O Bentley, by then disillusioned with life at Rolls-Royce, which had acquired Bentley in 1931. Bentley succeeded in refining the muscular, Meadows-engined Lagondas while working on a vastly more-advanced design that many consider the great man's finest.

First seen in 1936, the Lagonda V12 did not commence deliveries until 1938 and only 189 had been built before the coming of WW2 ended production. The advanced chassis employed double-wishbone independent front suspension and was available with a varied choice of coachwork, including limousine. Frank Feeley, stylist of Aston Martin's post-war 'DB' cars, was responsible for the elegant factory bodywork. As usual, the short-chassis Rapide roadster provided even more performance.

The V12's announcement demonstrated that the revitalised company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only have enhanced. The marque already possessed a creditable Le Mans record, a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935. In October 1938, Earl Howe had set a new national record by covering 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tyre, driving the car offered here, which at that time carried saloon coachwork.

This magnificent achievement, together with other high-speed tests during which the Lagonda V12 had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans.



Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won.

In a letter on file, Lagonda Club Honorary Registrar Arnold Davey states that the car offered here, originally registered on 16th November 1937 as 'FPK 550', may have been the prototype displayed at the 1936 Motor Show and is definitely the press car that appeared in all the early road tests. Superseded by a true production car, it was retained by the factory and used in modified form for Earl Howe's aforementioned '100-miles-in-the-hour' national record of 1938.

Davey: "The Lagonda factory kept 'FPK 550' throughout the war as a hack and afterwards it was rebuilt (but not altered) and re-registered as 'NPJ 680', presumably to take advantage of the post-war flat rate tax. It was also given the one-off chassis number of '19221', which is totally unique in Lagonda numbers."

An old-style continuation logbook on file takes up the story in 1949 when the Lagonda was registered to Guildford-based Jaguar dealer and motor racing team owner John Coombs, who was followed by one George Wilkins (1950), Patrick Kelly (1951), and lastly Arthur Guy Warne, (1952).

In 1980 the Lagonda was acquired by Stanley Mann and it was photographed to appear in *'Lagonda: An Illustrated History, 1900-50'* by Geoffrey Seaton (page 249). Davey: "It was then just as it was in 1949 and the mods done for the 1938 record run were quite evident... We found all the EX part numbers stamped on every bit and there were all manner of parts made from fabrications that on production cars are forgings. All in all, it obviously was 'FPK 550'." Eventually, Stanley Mann split the chassis and body and recreated '19221' as the Team Car Replica it is today. The body went onto an LG6 in Denmark.

The ex-Earl Howe Lagonda was acquired by the late Barry Burnett in 1989, and since Barry's death in 2007 has belonged to his daughter. The car has been serviced for the sale by Edwards Motorsports (near Bristol).

Contained within a substantial history file, accompanying documentation includes the aforementioned registration records and Lagonda Club correspondence; various other registration and MoT certificates; DVLA correspondence; SORN paperwork; current V5C; and various instruction manuals.

W O Bentley's Lagonda V12 is one of the most sophisticated, attractive, and exclusive cars of the pre-war era and this example, with its tremendous and well-chronicled provenance, is an opportunity not to be missed.

£200,000 - 300,000
 €220,000 - 330,000

218

1935 BUGATTI TYPE 57 ATALANTE

Coachwork by Bugatti

Registration no. DYF 4

Chassis no. 57252

- *One of only three Type 57s completed with Atalante coachwork*
- *The only known survivor*
- *Known ownership history*
- *Original chassis, engine, gearbox, and body, etc - all numbered and matching*
- *Acquired by the late Barry Burnett in 2008*
- *Recently serviced and got running by Edwards Motorsport*





'The car sped along at 80mph with the comfort and quietness one associates with the Type 57... We were quite willing to believe that Jean Bugatti has achieved the 435 kilometres to Paris in just under 1½ hours in the Type 57 - an average of 77mph...' - *Motor Sport*, May 1939.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Because of its lengthy run of success, Ettore Bugatti remained stubbornly committed to his single-cam engine, only adopting the more advanced double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930. From then on Jean Bugatti took greater responsibility for design, his first car being the exquisite Type 55 roadster, a model ranking among the finest sports cars of the 1930s. He followed that with a design of equal stature, the Type 57. A larger car than the Type 55, the Type 57 was powered by a 3.3-litre, double-overhead-camshaft straight eight of modern design housed in Bugatti's familiar Vintage-style chassis. Showing the strong influence of Jean Bugatti, it at last gave the marque a civilised *Grande Routière* to match those of rivals Delage and Delahaye.

The Type 57 attracted coachwork of the finest quality executed in a startling variety of styles but was no mere rich man's plaything, as evidenced by two outright wins at Le Mans; proof, if it were needed, that ancestral virtues had not been abandoned when creating a car fit to rank alongside Rolls-Royce or Bentley. Its success is revealed by the production figures: some 670-or-so examples of all Type 57 models were produced between 1934 and 1940, and the post-war Type 101 was based on its chassis.

However, although many Type 57s were fitted with bespoke bodies, the most popular coachwork was built to Jean Bugatti's designs by the marque's preferred *carrossier*, Gangloff of Colmar, just a few miles from the Bugatti works at Molsheim. Factory offerings on the Type 57 chassis included the Galibier four-door saloon, Stelvio cabriolet, four-seater Ventoux coupé, and two-seater Atalante faux cabriolet (coupé). In Greek mythology, the athletic huntress Atalanta would only marry a man that could out-run her; it is thus a most appropriate appellation for this fast, exotic and very stylish Bugatti.





The Type 57 in all its forms attracted discerning owners who were only satisfied with the best, among them speed king Sir Malcolm Campbell. Himself the owner of a Type 57, he wrote: 'If I was asked to give my opinion as to the best all-round super-sports car which is available on the market today, I should, without any hesitation whatever, say it was the 3.3 Bugatti... it cannot fail to attract the connoisseur or those who know how to handle the thoroughbred. It is a car in a class by itself.'

This fine Bugatti Type 57 – number '57252' – started life as one of 10 'Grand Raid' two-seater sports roadster chassis but actually left the factory as one of three completed with Atalante coachwork. As we have seen, the Type 57 had been intended as a *Grande Routière* rather than an out-and-out sports car. However, during the autumn of 1934 Bugatti began exploring the possibility of a building a Type 57 two-seater roadster, and on 15th September 1934 a design (number '1067') for such a model was produced. By the time the car was presented at the Paris Salon de l'Automobile in October '34, the name 'Grand Raid' had been adopted.

This car carries the earliest chassis number of the three Atalante versions made; the fate of the other two cars is not known. It should be noted that the name 'Atalante' was not recorded in the sales register until later on; early examples, including the three mentioned above, were classified simply as 'faux cabriolet' (i.e. fixed-head coupé). Factory records list the coachwork as 'Usine Fx cabriolet'.

'57252' left the factory on 18th May 1935 and went to the agent Monestier in Lyon, France for their client named Perrot. The next owner's name was Docime. Sold subsequently by Paris-based motor trader, Ben Saschoua, the Bugatti passed into the ownership of Michel Dovaz, whose fabulous collection is the subject of the book *'Fate of the Sleeping Beauties'*. This car is featured in the book.

In 1956 the Bugatti was purchased from Dovaz by Jean De Dobbeleer, who sold it on in 1957 to a collector named Greenlee in the USA. Greenlee was followed by John North (1979), then Messrs Dixon, Jones, Guido Artom (Italy, 1988), Peter Rae (in the UK) and the late Barry Burnett (from 2008). Barry acquired the Type 57 from Peter Rae as a straight swap for a unique Delage.



Unusually, '57252' retains its original chassis, engine (number '195'), gearbox, and body, etc, all numbered and matching. The only component that has been changed is the rear axle/differential; indeed, the failure of the original differential in the 1950s and the Bugatti's resulting immobility is what preserved it in such remarkably complete and original condition.

Apart from some private correspondence on file, '57252' has evidently been relatively unknown for the last 50 years, even to the extent that it has been referred to as 'whereabouts unknown' in the last two authoritative works on the Type 57s and Grand Raid cars by Pierre Yves Laugier and by Simon/Kruta.

'57252' was completely restored during Peter Rae's ownership, there being numerous related invoices on file. Dating from 2005 to 2008, they were issued by various recognised specialists including SCA Classic Restoration, Mitchell Motors, KA Developments, Coachbuilt Horsepower Ltd, Ian Skinner Coachbuilding, Crosthwaite & Gardiner Ltd, Ivan Dutton, and Tula Engineering, the latter being responsible for the engine rebuild. Over £100,000 was spent on the engine alone!

The car was restored with extremely close attention paid to conservation and originality; everything possible has been conserved and every single component refurbished to the very highest possible standard. Sadly, the wings had endured a hard life and were deemed unusable, so new examples were faithfully fabricated to the original pattern. The complete rear axle was replaced using what is believed to be the last 'new old stock' example available, and the Bugatti also benefits from an overdrive conversion and fluid-filled damper by Ivan Dutton. This car now carries the registration 'DYF 4', which once graced the Type 57S belonging to Sir Malcolm Campbell.

Following a period in storage, the Bugatti has recently been serviced and brought to running condition by Edwards Motorsport. Offered with a comprehensive history file, this exceptional Type 57 Atalante would be an ideal candidate for touring, rallies, leisure driving and any of the world's most prestigious concours events: Pebble Beach, Villa d'Este, Amelia Island, etc.

£1,000,000 - 1,500,000

€1,100,000 - 1,600,000

'Quintessentially French', '57252' used as an everyday car! France, 1970s © Julius Kruta



219

1963 FACEL VEGA FACEL II

Registration no. 705 CUT

Chassis no. HK2AB104

- *First owned Sir Arthur Frederick Wheeler, Bart*
- *One of only 182 made*
- *Rare right-hand drive model*
- *Acquired by Barry Burnett in 2003*





“The HK500 was the most interesting car we ever made but the Facel II was the best. It was totally *elegant*.” – Jean Daninos.

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious, and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats, and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine, and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant, and Rob Walker.

Founded by Jean Daninos in 1939, Facel engaged in the supply of car bodies after WW2 before diversifying into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. A luxurious *Grande Routière*, the Vega featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA, that chosen being a Chrysler V8, setting the pattern for future models.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models. Road testing one in 1962, Autocar commented: “A striking amalgamation of French, American and British components, the big Facel has a wonderful way of covering the miles extremely fast without mechanical fuss”. Following an unsuccessful venture into engine manufacture that effectively bankrupted the company, production ceased in 1964 after a mere 182 Facel IIs had been built. Today these rare Franco-American GTs are among the most highly sought after of post-war classics.

This rare right-hand drive Facel II was first registered on 26th April 1963 to Sir Arthur Frederick Wheeler, Bart. The car retains its original registration mark, ‘705 CUT’, and comes with its original buff logbook listing two further owners after Sir Arthur Wheeler, the last of whom acquired the Facel in 1966. ‘705 CUT’ was acquired by the late Barry Burnett in March 2003 and will have been serviced for the sale by Edwards Motorsports (near Bristol).

In addition to the aforementioned logbook, the car comes with a V5C Registration certificate, sundry bills, some Facel Club newsletters, and various operating instructions. An exciting combination of elegant European style and American V8 power, this beautiful Facel II is a worthy successor to the legendary French *Grandes Routières* of pre-war days.

£200,000 - 300,000
€220,000 - 330,000

220 * N

**1949 CHRYSLER NEW YORKER
'TOWN & COUNTRY' CONVERTIBLE**

Registration no. not UK registered
Chassis no. 7410581

- *One of only 993 built*
- *An older restoration, carefully maintained*
- *Former concours class winner*
- *Purchased for the Key Collection in 2010*





Such was the demand for vehicles in the immediate aftermath of WW2, that the 1946 Chryslers - like most other American makes - reappeared looking much the same as in 1942, though the wood-embellished Town & Country model, previously available only as a station wagon, was now made either as a sedan or two-door convertible on both the New Yorker (eight-cylinder) and Windsor (six-cylinder) chassis. With their contrasting ash framing, mahogany veneer and steel panels, and boasting a level of finish that would be the envy of the finest yachts, these Town & Country models were certainly very striking. They were also the best-equipped and most expensive models in the Chrysler range, and today are among the most highly prized American automobiles of their era.

First introduced in 1938 as the 'New York Special', the stylish New Yorker was based on Chrysler's up-market Imperial and used the latter's sidevalve straight-eight engine. In Chrysler nomenclature 'New Yorker' signified luxury, these models being distinguished by high quality interior trim and an occasionally adventurous choice of upholstery materials including Scottish tartan (on the New Yorker Highlander). The 1947 and '48 Chryslers exhibited only minor detail changes from the '46 line-up, though now the Town & Country Sedan was available on the six-cylinder Windsor chassis only, while all the T&C Convertibles were built on the eight-cylinder New Yorker chassis.

For 1949, the final year of the Town & Country Convertible, production was delayed until March and only 993 were completed by the season's end. Costing \$3,765, the T&C Convertible was the most expensive model in the Chrysler range and even more costly than the equivalent Cadillac. Built on the longer (131.5") wheelbase, these later cars remain highly regarded for their superior ride quality and driving dynamics.

This final-year Town & Country Convertible was purchased new by one James Miller of Greensboro, North Carolina, though its subsequent history is unknown. In 1994, while still complete, original, and in good shape, the car was treated to a complete body-off restoration at a total cost of \$120,470 (see receipts and photographic record on file). Following its completion, the T&C was shown just once: at the Forest Grove Concours where it was received a 'Best in Class' award. Always treated as a prized show car, this Chrysler had covered only a few hundred miles post restoration when it was purchased by the Key Collection at a US auction in 2010. One of the most glamorous and iconic of post-war American automobiles, this beautiful Town & Country Convertible is the perfect companion with which to enjoy the forthcoming summer.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

£90,000 - 120,000
€120,000 - 150,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

221

The ex-Desiré Wilson/Lyn St James/Cathy Muller,
1991 Le Mans 24hr Race entry

1990 SPICE SE90C GROUP C SPORTS-RACING PROTOTYPE, 'THE PINK SPICE'

Chassis no. SE90-C-017

- One of the last C1 cars built by Spice Engineering
- Ford-Cosworth DFR 3.5-litre V8 engine
- Excellent record of wins and podium finishes in more recent times
- Fully restored in 2011
- Eligible for the Le Mans Classic



© Jeff Bloxham



Spice Engineering was founded in 1985 by racing drivers Gordon Spice and Ray Bellm, initially campaigning Tiga chassis in the smaller C2 class of the World Sportscar Championship. As part of the Spice team, Bellm would win that category in 1985, 1986, and 1989, by which time Spice Engineering had moved on to construct its own cars. The team's breakthrough success came in 1985 when Gordon Spice and Mark Galvin's Spice-Tiga GC85 won its class at Le Mans.

For 1986 Spice fielded the first of its own cars, the SE86, using Ford-Cosworth engines in the World Championship and Pontiac units for the IMSA series' GTP Lights category. The team moved on to the larger C1 and GTP classes in 1989 with the SE89. For 1990 Spice offered the SE90, designed like its immediate predecessors by Graham Humphrey, some 30 or so of which would be built over the next few years. Severing its connection with Pontiac, the factory squad switched to Honda power, winning the Camel Lights series for the Japanese manufacturer in 1991, 1992, and 1993. By this time the major international sportscar-racing championships were in a state of flux and Spice Engineering's finances took a turn for the worse. Production petered out but some Spice chassis were still being raced successfully by privateers towards the end of the 1990s. In its short but stellar career the Spice Engineering team had enjoyed an unparalleled run of success, scoring five class wins at Le Mans and six at Daytona in addition to the three World Championships already mentioned, plus a further 19 championships and class wins as a constructor.



This is one of the last C1 cars built by Spice Engineering at Silverstone. Owned by Tsunemasu Aoshima, the car was entered by Euro Racing for Le Mans in 1991 when, painted bright pink, it attracted a storm of publicity on account of its all-women driver line up. The team consisted of Lyn St James, Cathy Muller, and Desiré Wilson, the latter one of the tiny handful of women ever to have competed in Formula 1. There is a related chapter with photographs in Desiré Wilson's biography (pp120-127).

During qualifying Lyn St James hit the safety barrier, severely damaging the car, which was hastily rebuilt around a chassis bought from GP Motorsport, who were selling a Spice in the paddock. With limited track time, only Wilson managed a lap fast enough to qualify; nevertheless the team was allowed to start, albeit from the back of the grid. Sadly there would be no fairytale ending for the team, the Spice being forced to retire after 47 laps following an accident.

In 2001 the Spice was purchased by David Mercer, who drove it in Group C Club races between 2002 and 2010. An experienced endurance racing driver, he won races outright at Magny Cours (2002), Donington Park (2003/2004), Brands Hatch GP (2005/2007/2010), Nürburgring (2006/2007) and Silverstone (2006). In his hands the Spice also had numerous other podium finishes (published results on file) and recorded fastest laps at Donington (2005), Brands Hatch (2006) and Silverstone (2006).

The current vendor then bought the car and had it fully restored in 2011. A less experienced sports car driver than Mercer, he nevertheless achieved a 3rd place overall finish at Imola in 2012. As well as a number of European Group C circuit races, the Spice was entered into the Le Mans 24-Hour support race in 2012 and was then invited to the 2012 Goodwood Festival of Speed where it was reunited with Desiré Wilson, who had driven the car at Le Mans in 1991. It was placed P24 in the shootout (results on file) and was invited back to the 73rd Goodwood Members' Meeting in 2015. The car's most recent outing was at the Le Mans Classic in 2018.

This car is fully race ready with a current FIA HTP and certificated crack testing. Offered with four spare wheels with slicks on, four spare wheels with wets on, a spare nose cone, a new spare crown wheel and pinion, numerous dog rings and gears, and a car cover, 'the Pink Spice' is highly competitive and eligible for the 2020 Le Mans Classic.

£200,000 - 260,000
€220,000 - 280,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

222

One of the oldest surviving production Aston Martins

1923 ASTON-MARTIN 1½-LITRE TWO-SEAT SPORTS TOURER

Registration no. NU 2677

Chassis no. 1932

- Built by Bamford & Martin Ltd
- Sidevalve-engined model
- Known ownership history
- Re-bodied in the late 1970s
- Single family ownership since 1978
- Engine professionally rebuilt in 2015



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 immediate post-WWI years. The company traces its history back to 1914, when Bamford & Martin Ltd built their first Aston-Martin car at their works in Henniker Place, Chelsea, its name deriving from that of founder Lionel Martin and borrowing from the Aston hill climb near Aylesbury, Buckinghamshire (the hyphen was later dropped). Ultimately known as 'Coal Scuttle', that first car would remain Bamford & Martin's sole product for some years, as the coming of war saw the two founders engaged in more important activities. The company was later reorganised under new ownership and changed its name to Aston Martin Motors Ltd (in 1926).

Bamford & Martin's first Astons used four-cylinder sidevalve engines, and though the firm experimented with overhead-camshaft types, it was the trusty sidevalves that did most of the winning. Indeed, the firm's single-cam 16-valve motor was barely any more powerful than the sidevalve unit while at the same time being less reliable. Both engines were the work of one S Robb, previously with Coventry-Simplex. In 1922 the sidevalve Aston-Martin enjoyed its finest hour when one nicknamed 'Rabbit', and latterly known as 'Bunny', set 25 light-car and 10 outright world speed records at Brooklands.

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.

Bamford & Martin's chassis numbering for production cars began at '1916', making the sidevalve-engined chassis number '1932', that offered here, one the oldest surviving production Aston-Martin and one of a handful of early Aston-Martins in roadworthy condition. This car was first registered as 'NU 2677'; was reregistered in 1937 as 'GPA 227'; and reverted to its original registration in 1994.

'1932' was originally fitted with a two-seater body by W W Hall of Redditch in 1924 (a photograph of this body is featured on page 46 of the 1976 book *Aston Martin 1914-1940* by Inman Hunter, a copy of which is included in the history pack). In 1931 the Aston was purchased as a 21st birthday present and in early 1934 suffered an accident, having been driven into an obelisk. It was then purchased by William Lambert of the Hampstead Cylinder Reboring Co of Finchley Road. Lambert was a devotee of the sidevalve cars and also owned 'A3', which is now in the Aston Martin Heritage Museum. The car was repaired and rebuilt by Lambert as detailed in Brooklands Books' *Aston Martin Gold Portfolio* (page 131), a copy of which is in the history file. At this time it was registered 'GPA 227'. The Aston also featured in *The Motor* magazine in 1938 (see copy of article in the history file along with photographs of the car at this time).



In 1944 the car was owned by F O Anthony Phelps and was the subject of an article in *The Autocar* magazine at the time (see history file for a copy). It then passed through the hands of David Elkan and David Francombe before being purchased by Fred E Ellis in 1956. Ellis was a very knowledgeable sidevalve Aston enthusiast who wrote on the subject. Ellis sold the car to Dudley Coram in 1959. Coram wrote the fine marque history *Aston Martin - The Story of a Sports Car* in 1957 with the help of Ellis and Inman Hunter, a copy of which is in the history pack. Coram and Mrs Judith Hogg competed with the car in the 1961 BDC Firlie Hill Climb (Coram, 2nd); the 1964 VSCC Silverstone High Speed Trial (Mrs Hogg, qualified); and the JDC/BDC Silverstone meeting (Mrs Hogg, 3rd).

By 1966 the car was owned by Derrick Edwards (one of the cofounders of Ecurie Bertelli) together with Mrs Judith Hogg, who qualified it in the VSCC's High Speed Trial in '66. Sold to Bernard Kramer in 1967, it continued to be driven in competitions by both Kramer and Mrs Hogg. The AMOC Register records various results for the duo between 1967 and 1970. In 1978 '1932' was owned by Nick Jarvis Snr, who re-bodied the car with a superb GP body. The Aston has remained in the family to date, and in 1994 was reunited with its original registration, 'NU 2677'.

Since 2013, significant work has been carried out on the car including a full engine rebuild in 2015 by Keith Taylor of RK Taylor Engineering. The engine now incorporates the best of modern technology in the form of a Baynton Jones camshaft, Arias pistons, and an Arrow crankshaft and con-rods. The original crankshaft, camshaft, and con-rods are available if required. The car also has a new fuel tank and water pump by Nick Jarvis Jnr; a new radiator by the Vintage Car Radiator Company; and a refurbished dynamo and cut-out. We are advised by the vendor that the Aston now drives very well.

Dazzling details abound in this unique car, conveying the essentially hand-built nature of these earliest Aston-Martins. Extremely rare and magnificently presented, it represents the dawn of one of Britain's greatest sporting marques and would surely take pride of place in any collection of fine Aston Martin motor cars.

£100,000 - 140,000
€110,000 - 150,000

223

1979 ASTON MARTIN V8 VOLANTE

Registration no. OAH 474V

Chassis no. V8C0R15088

- Automatic transmission
- Vantage-type front spoiler
- Long-term single ownership 1985-2018
- 59,357 miles recorded
- Recent extensive re-commissioning





"It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable." - Fast Lane.

This Aston Martin V8 Volante was originally supplied by Marshall (Cambridge) Ltd on 13th August 1979 to YB Computer Services Ltd, Sheffield. Originally registered as 'BCE 808V', the car subsequently carried two personal plates – '2 STV' and 'RCN 10' – and is now registered as 'OAH 474V'. In 1985 the Volante was purchased from Bramley Garage, Surrey in the name of Broughton Locksmiths by Brett Broughton, CEO of the company, and when he retired in 1989 ownership was transferred to him. The Aston then spent most of its life in France where Mr Broughton had retired to, and was sparingly used. The car was owned by him until December 2018.

'OAH 474V' comes with a good folder of history dating back to 1979, including the original service booklet (stamped up to 1989), original instruction book, and copies of the guarantee form and Car Record Card. The folder also contains invoices relating to an unleaded cylinder head conversion by Oselli and to the fitting of new sills and lower wings by marque specialists Panelrama in 2000. The Aston has recently undergone extensive re-commissioning to include:

- New water hoses, radiator, header tank caps, and thermostat
- New Aston Martin heater/air conditioning regulator (£725, RS Williams)
- New engine oil/filter, air filters, gearbox filter, and transmission oil
- New Aston Martin factory-supplied ignition leads and spark plugs
- Four new correct Michelin XWX 215/70R14 92W tyres (£1,600 Vintage Tyres)
- Brakes stripped and cleaned; Aston Martin-supplied 'red' front brake pads

Finished in its original colour scheme of Tourmaline Blue with Magnolia leather interior, this beautiful V8 Volante is offered with a BMIHT Certificate, sundry bills, current MoT, a V5C document, and two sets of keys.

£90,000 - 120,000
€98,000 - 130,000

224

**1956 BENTLEY S1 CONTINENTAL
SPORTS SALOON**

Coachwork by Park Ward

Registration no. SLX 3

Chassis no. BC67AF

- *Delivered new in the UK*
- *Only three owners in the last 52 years*
- *Present ownership since 1989*
- *Continuously maintained*
- *Service records dating back over 50 years*





Described by *The Autocar* as, "A new stage in the evolution of the post-war Bentley", the 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 generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Eulogising about Bentley's new 'S' Series cars, introduced in April 1955, *The Autocar* wrote, "the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists".

Later, in October that same year, the Bentley Continental became available on the 'S' chassis. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* said of the H J Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day. The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car; the designs produced by independent coachbuilders for the S1 Continental chassis being among era's the most stylish. Of the 431 Bentley S1 Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd, of which 63 were left-hand drive and 122 right-hand drive.

Right-hand drive chassis number 'BC67AF' was delivered new in the UK to one B McGowan and first registered as 'HGS 918'. This remarkable car has spent most of its life, just over 50 years, in the ownership of just three individuals on both sides of the Atlantic. In 1967, the eminent Rolls-Royce historian, John Webb de Campi, author of *Rolls-Royce in America*, who at that time was living in London, acquired the Bentley and had it shipped to his home in Pennsylvania. The Continental remained in his ownership until 1980 when it was acquired by a Dr Peter Walling of Dallas, Texas. The Bentley returned to the UK in late 1988 and was acquired by the current owner in 1989.

The current owner, since 1989, has looked after the car with the utmost care. Its use has been regular, albeit limited to outings such as visits to race circuits, including almost every Goodwood Revival Meeting since 1998, and longer excursions to the South of France, Scotland, and the Lake District.

Finished in Regal Red with beige leather interior, this sublime Bentley Continental is described by the vendor as in excellent condition throughout, having led a cosseted life both at home and in the USA. The service history file is equally impressive, stretching back well over 50 years (perusal recommended).

£180,000 - 200,000
€200,000 - 220,000

225

1992 PORSCHE 964 CARRERA RS COUPÉ

Registration no. J99 RSL

Chassis no. WPOZZZ96ZNS491848

- *Upgraded bodywork to 3.8 look by Ninemeister*
- *Over £32,000 bills from 2011*
- *3.6 litre engine produces 325bhp*





Representing a major step forward in the development of Porsche's perennial 911, the Carrera 4 and Carrera 2 ('Type 964' in factory parlance) had been launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production model. Porsche had experimented with four-wheel drive on the 959 supercar, and many of the lessons learned from the latter influenced the design of the new Carreras' chassis and suspension. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new.

The pair shared the same 3.6-litre flat-six engine, while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

Evoking memories of the legendary 2.7 and 3.0-litre RS and RSR 'homologation specials' of the 1970s, in 1992 Porsche introduced a Type 964 Carrera RS, which was a lightweight variant like its illustrious forebears. It was based on the 'Carrera Cup' competition car and sold in the European market only. The Carrera RS retained the 3.6-litre engine, albeit boosted in maximum output to 260bhp, but for the following Carrera RS '3.8', the bore size was increased by 2mm for a capacity of 3,746cc. Maximum power went up to 300bhp and this M64/04 engine was installed in a wider, Turbo-style body, also used for

the RSR competition version. Towards the end of production Porsche came up with one of the rarest of Type 964 variants, the Carrera RS with 3.8-litre engine, which was produced in limited numbers, an estimated 55 being made.

Built as a standard 3.6-litre Carrera 2 RS, this left-hand drive example has been converted to full 3.8-litre specification by Porsche specialists Ninemeister of Warrington, Cheshire. Carried out towards the end of 2011 for the current registered keeper, who had acquired the car in October 2004, the work cost over £32,000 (bills and photographs on file). Other noteworthy features include a full body kit (using metal panels), '3.8' boot spoiler and original Speedline alloy wheels. An accompanying dynamometer printout shows that the engine produces 325bhp.

Finished in Amethyst, 'J99 RSL' has covered only 93,761 kilometres (approximately 58,200 miles) from new and is described as in generally excellent condition. The car comes complete with owner's handbooks, Porsche Certificate of Authenticity, German registration papers, UK type approval certificate, sundry bills, a quantity of expired MoT certificates and old tax discs and V5C document listing only one previous keeper since the vehicle was first registered in the UK in 2001.

Truly awesome, this beautiful Carrera RS represents a wonderful opportunity to acquire a most desirable Type 964 variant, upgraded to the ultimate and exclusive 3.8-litre specification.

£150,000 - 180,000
€160,000 - 190,000

226

*The ex-Bryan Burton/Dan Margulies,
Brooklands and Goodwood starring*

**1933 TALBOT AV105 TWO-SEATER
SPORTS RACING**

Chassis no. AV 35302

- Extensive Brooklands and post-WW2 competition history
- Highly successful in period Goodwood competitor
- Significant recent refurbishment
- Successful historic racing competitor
- Regular Mille Miglia Storica participant



1
Burton on his way to a class win,
VSCC Lewes Speed Trial, 1939,
C.Ferret Fotografics



'AGY 874' has a most distinguished and remarkable history. It was delivered new in June 1933 to London dealers, Warwick Wright Ltd, at that time fitted with a Vanden Plas body (number '3004'). It was a sports-tourer to standard Talbot AV105 specification, powered by a 3.0-litre six-cylinder engine driving via a pre-selector gearbox and mounted in the short (9' 6") chassis.

By 1938 the car had been acquired by motor sports enthusiast, Bryan Burton, who lived off Baker Street in London. Burton was a competitive driver who had his sights firmly set on racing his Talbot at Brooklands, and who designed a lightweight two-seater body to replace the more formal Vanden Plas coachwork so that his Brooklands ambitions could be fulfilled.

Burton campaigned the car actively in motor sports throughout 1938 and 1939, fielding it at Donington at a Cambridge University AC meeting to good effect, and in 1939 won his class at the VSCC Lewes Sprint driving this car. The faithful Talbot was campaigned actively at Brooklands in 1939 and perhaps its most famous race was the nail-biting Third August Outer-Circuit Handicap race held on 7th August that year. In that 12th race on the card, 'AGY 874' left the start on a 42-second handicap in company with Smith's Frazer-Nash and Baker's Graham Paige. Remarkably, the 3.0-litre Talbot proved a match for the 5.4-litre eight-cylinder Graham Paige, the duo completing the race in a photo finish with the Talbot just one-fifth of a second behind, lapping at one stage at 104.19mph. Minds were elsewhere that day, as this was to be the last race ever held at Brooklands prior to the outbreak of World War 2.



2

Burton leading a Riley TT Sprite,
Donington, 1939, C. Ferret Photographics



In September 1950, Burton's old car was bought by Dan Margulies for just £265 and its second period of international racing commenced, Margulies actively campaigning the Talbot through to the end of 1952 at such venues as Goodwood, Dundrod, Silverstone, Prescott, and Thruxton. The old warrior continued its successful ways and in 1951 achieved no fewer than three 1st, two 2nd, and four 3rd places. During 1951 Margulies frequently battled with Mike Hawthorn's Riley TT Sprite and came 2nd to Hawthorn in the first post-war Motor Sport Brooklands Trophy, the winning of which propelled Hawthorn into Grand Prix Racing for the 1952 season. Margulies finished 2nd in the Goodwood Championship in 1952 and later that same year part-exchanged the Talbot with Rob Walker for his competition Delahaye.

Race reports of this period are forever remarking on the surprising speed of what was then considered an obsolete old car. 'AGY 874', nicknamed 'The Invincible Lady', has always been a fast car. *Autosport's* report on the SUNBAC meeting held at Silverstone in September 1952 commented on "the astonishing combination of Margulies and his ever-willing Talbot 105, which he drove with tremendous élan". Pitted against Terence Moore's HWM-Jaguar, the elderly Talbot acquitted itself well. Reporting on the Dundrod meeting in 1952, *Autosport* declared: "Spectators were impressed by the train-like performance of Margulies' Talbot 105, which ran steadily through the handicap race without missing a beat".

That day the Talbot had been timed at 101mph. This was also the last contemporary international race appearance for a Roesch Talbot.

'AGY 874' was then owned briefly by J Sowerbutts, who exchanged the car in 1953 with the next owner for a 3-Litre Bentley, the new custodian recognising the significantly more sporting capabilities of the Talbot. Following a major engine blow-up in 1953 at Silverstone, the engine was rebuilt using a replacement crankshaft obtained from Talbot specialist, John Bland. Following that rebuild the car covered approximately 10,000 road miles prior to changing hands again in 1955. 'AGY 874' was accident damaged in 1956 and subsequently laid up until 1971 when it was acquired for the second time by the aforementioned (1953-onwards) owner in whose hands it remained until 2004.

Recognising its important place in motor sport history, the Talbot was treated to a major restoration, commencing in 1999. The chassis was fully stripped and overhauled, both axles were rebuilt and the gearbox entrusted to Arthur Archer. The front part of the previously accident damaged chassis was replaced with the front part of an identical rear-damaged chassis, this work being meticulously carried out and the chassis plated inside. The lightweight coachwork was repaired where necessary.



Next owner, Gideon Hudson, purchased the Talbot in December 2004 and then spent a lot of money on the car with specialists Pace Products, having it rebuilt and race prepared. The car was then raced successfully by him and Josh Sadler at venues such as Le Mans Classic, Spa, Silverstone Classic, and Donington Park. Race results are on file for the period 2005 and 2009 together with numerous invoices for work done, including a gearbox rebuild by renowned specialist, Cecil Schumacher. The car then passed briefly to Adrian Van Der Kroft and then to Michael Mullman in Germany. It has been owned by the current vendor since 2014.

Whilst with the current owner a great deal of work has been carried out, addressing both mechanical and cosmetic issues including re-painting, rewiring, a top-end engine rebuild, and a front axle rebuild, as evidenced by invoices on file from Historic Competition Services.

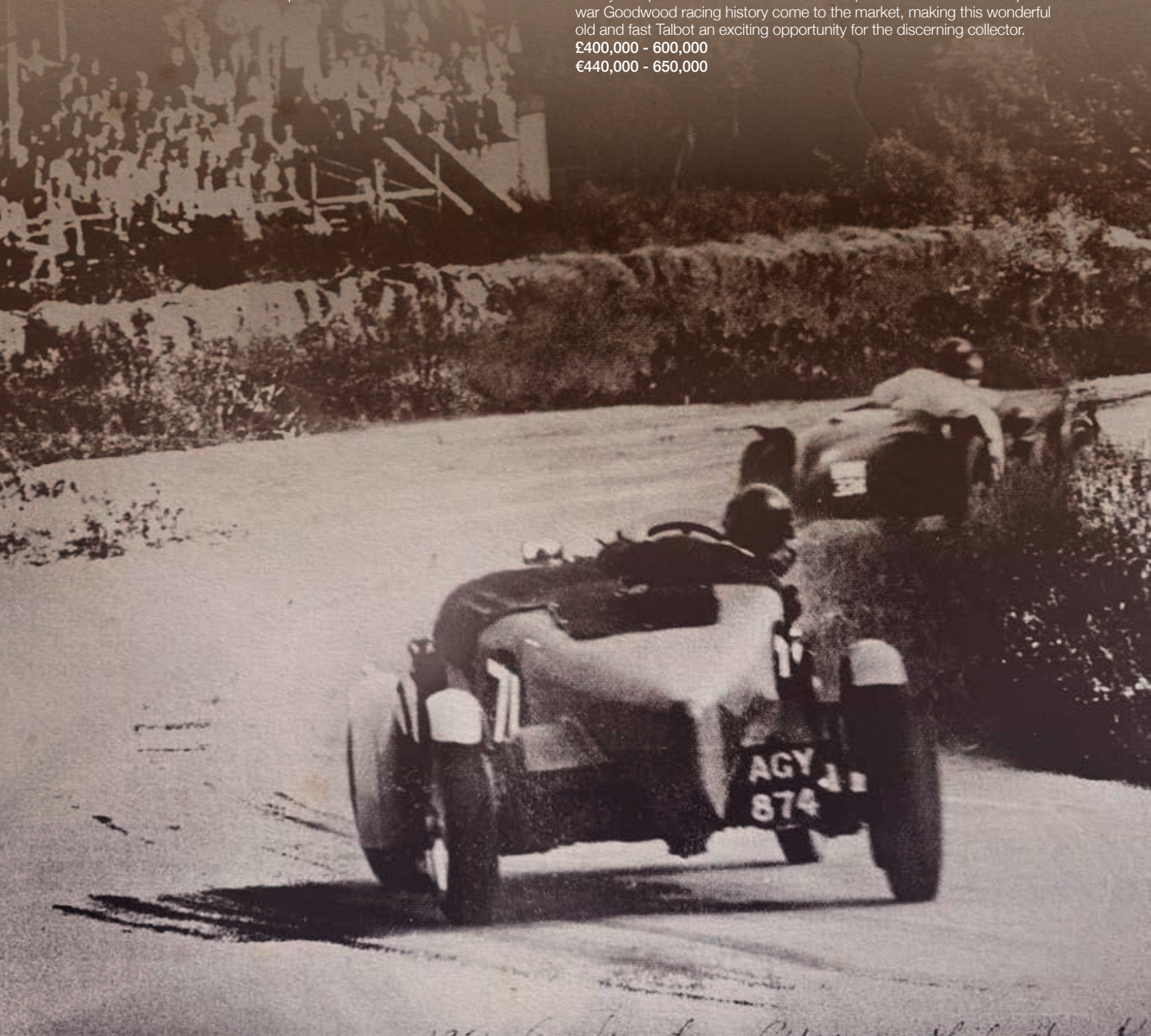
The current owner has successfully completed the 2015 Mille Miglia Storica driving the Talbot and in 2019, finishing 112th overall and 2nd place of all Belgian teams. He advises us 'The Invincible Lady' performed very well on both occasions leaving a lot of competitors behind in the Italian mountains. In 2018 'AGY 874' finished 2nd in the pre-war regularity class during the Zoute Grand Prix.

This historic sports-racing car is offered with FIVA papers, an old-style buff logbook, and a V5C registration document. It also comes with a most outstanding and carefully researched file of history, which includes correspondence from Dan Margulies and Bill Boddy confirming its distinguished record.

Rarely do sports cars with both successful pre-war Brooklands and post-war Goodwood racing history come to the market, making this wonderful old and fast Talbot an exciting opportunity for the discerning collector.

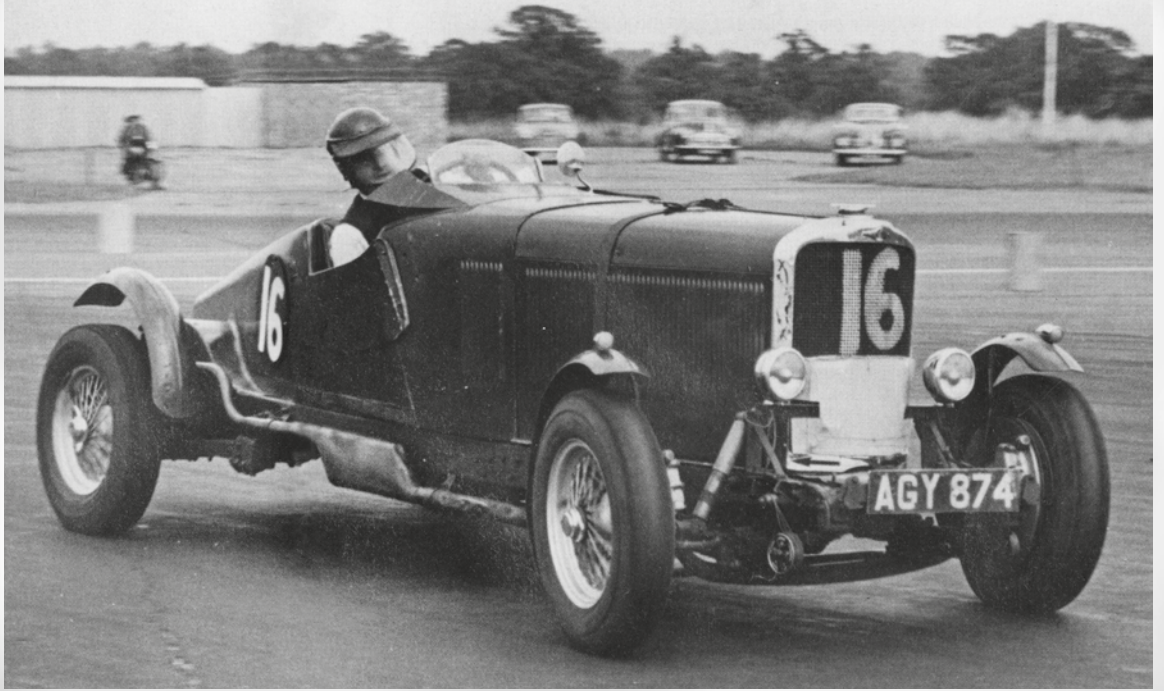
£400,000 - 600,000

€440,000 - 650,000



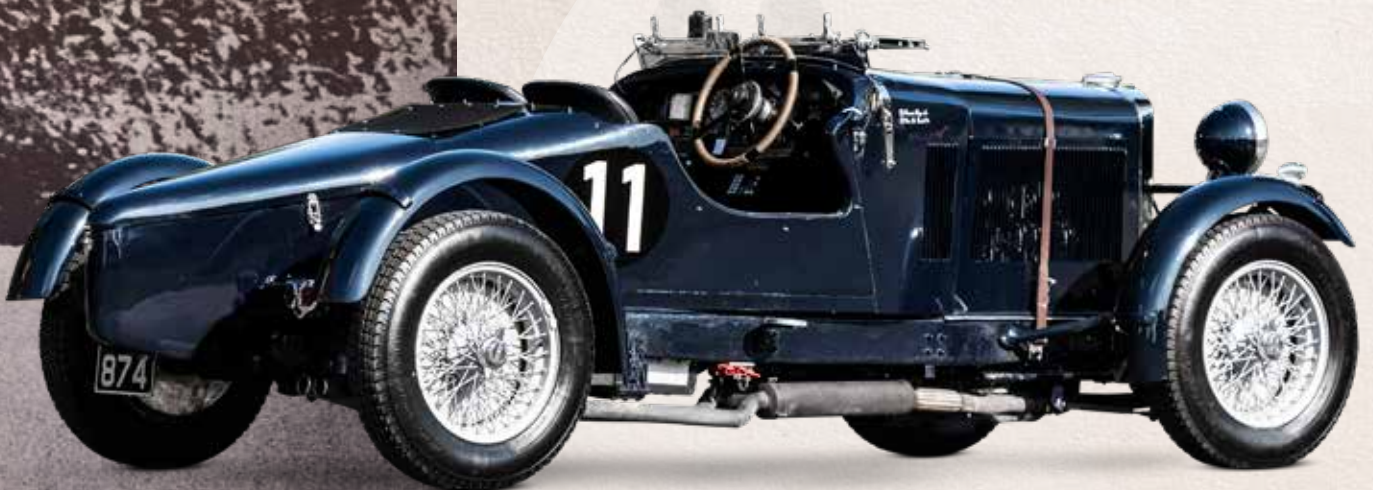
For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

4



3 (main)
Margulies experiencing spectacular understeer, whilst chasing Mike Hawthorn's Riley round Woodcote, Goodwood, 1951 (Image part of lot)

4
Dan Margulies putting in another giant killing performance, Silverstone, 1952 (Image part of lot)



2004 FERRARI 575M MARANELLO 'HGTC' COUPÉ

Registration no. R25 FER

Chassis no. ZFFBT55C000138466

- One of only six UK cars with the Handling GTC Package
- 'F1' paddle-shift gearbox
- Circa 24,000 miles from new
- Service and cambelt change by HR Owen in December 2018



'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.' – *Car magazine*.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great *competizione* Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1. Traditionalists could still order a conventional six-speed gated manual 'box. When production ceased in 2005, 2,056 cars had been completed, of which 1,810 had the 'F1' transmission, 246 the manual alternative.

Finished in the classic combination of *Rosso Corsa* with black leather interior, this 575M - unlike the majority of Maranellos - has the Handling GTC Package for greatly enhanced on-the-road performance, an option

that added considerably to the purchase price. This original right-hand drive car was supplied new on 1st September 2004 and comes with a certificate from the Maranello Concessionaires Archive confirming that it is one of only six delivered to the UK factory-fitted with the desirable Handling GTC Package, out of an estimated 90 such cars sold worldwide. Transforming the car, the HGTC Package included stiffer suspension, Brembo carbon-ceramic brakes, a sports exhaust system, 19" wheels, and a revised ECU enabling faster gear changes.

A new battery was fitted in 2017. There is a NavTrak installed, which will need re-activating for the new owner. Accompanying documentation consists of a service book, sundry invoices, a V5C Registration Certificate, current MoT, and HR Owen's bill for the car's most recent service, which included a change of cam belts and was carried out in December 2018.

Owned by the vendor since 2017 and having covered circa 24,000 miles from new, this beautiful car represents a very rare opportunity to acquire a superb, low mileage example of one of Ferrari's best ever V12 Grand Tourers, equipped with rare and desirable Handling GTC Package. It is surely one of the best examples of its type currently available. A worthy modern-day successor to the Ferrari 'Daytona'.

£90,000 - 120,000
€98,000 - 130,000

1966 ALFA ROMEO GIULIA GTC CABRIOLET

Registration no. EVU 19D

Chassis no. AR760028

- *Ultra-rare right-hand drive model*
- *The 28th of 99 made*
- *Single family ownership until 2016*
- *Extensively restored during 2016/2017*



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph. Improvements to the inlet ports characterised the more-powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1967.

One of the rarer variants was the limited edition GTC cabriolet, the only four-seater convertible in the Giulietta/Giulia family, only 999 examples of which were produced between 1964 and 1966. Subtly restyled by Touring of Milan, the GTC featured a slightly more sloping tail, larger boot, wind-up rear quarter-lights, and a hood that folded unobtrusively into a recess behind the rear seats. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run lasting until 1977.

This rare Giulia GTC is the 28th of 99 right-hand drive models made; the whereabouts of only some 12 others are known. The vendor advises us that this car is one of only 37 right-hand drive GTCs delivered new to the UK. Chassis number '760028' was first registered on 11th May 1966 and remained within the first owner's family, passing from husband to wife, until 2016.

Purchased in 2016 by the current vendor and subsequently restored during 2016 and 2017, the car benefits from a rebuilt engine and overhauled front suspension. Described by the vendor as in good condition, with excellent interior, and a must for any Alfa collector, this stylish convertible comes with sundry restoration invoices and a V5C Registration Certificate.

£60,000 - 70,000

€65,000 - 76,000

229

1924 BENTLEY 3-LITRE TOURER

Coachwork by Damyon Brothers, Melbourne

Registration no. BS 9082

Chassis no. 365

- *Delivered new to Australia*
- *Highly original*
- *Updated with four-wheel brakes*
- *Known ownership history*



The car offered here is a fine and original example of a 'Blue Label' Bentley 3-Litre Tourer on the standard long chassis, unusual in so far as it has survived intact and unmodified, unlike so many of its contemporaries.

Chassis number '365' was dispatched from Bentley Motors in rolling chassis form, fitted with engine '372', and sent Melbourne, Australia. It had been ordered by dealer A B Howlett together with two other chassis, numbers '289' and '383'.

According to a fascinating article (on file) written by a previous owner, Russel I Tapp, the Bentley's first owner was, reputedly, a Mr O J Syme, who commissioned Damyon Brothers of St Kilda to construct the four-seater tourer coachwork that the car carries today. According to Bentley The Vintage Years by Dr Clare Hay (Third Edition) the coachwork is thought to have had an aluminium bonnet "finished bright and then tooled to a uniform finish before application of a varnish tinted green, upholstery to match".



By 1925, '365' was owned by a Mr Arthur Lyttle, printer to the Government of Victoria, and at this time was fitted with rear wheel brakes only, the standard arrangement. Russell Tapp: "Mr Lyttle, drove 365, at the time equipped only with rear wheel brakes, into a 27 ton Melbourne tram. The tram driver apparently 'froze' with fright while the tram continued around a corner under full power before becoming completely derailed and bolting up the front stairs of the Town Hall as the passengers clung on like grim death. The tram was a complete wreck. Contemporary newspaper articles recounted, that, after apologising nicely and seeing nobody was seriously hurt, Mr Lyttle proceeded to drive quietly home in his Bentley. Subsequently half of Melbourne's roads were torn up so that the radii of all its tramways could be increased as a result of this incident. The public good humouredly thenceforth referred to '365' as 'HMS Hood', after what was then the largest battleship in the world, and the car was promptly fitted with 4 wheel brakes by the factory."

The article goes on to tell as much of the ownership history of '365' as is known, but it fails to top the story of Lyttle's calamity. Various well known figures of the Australian Vintage motoring community owned the Bentley at various times including Alan Glenn (who also owned a supercharged 4½-Litre); Neville Webb, who had all sorts of interesting machinery over the years; and Ross Barwick, the son of Attorney General Sir Garfield Barwick.

In March 1999, Russell Tapp purchased '365' and registered the car in Queensland. In 2000, he had the engine overhauled, and a description of the works carried out is his aforementioned article. In 2004, '365' was brought to Europe for the Bentley Drivers' Club tour of France and then was used by Russell and Jennie Tapp on a trip to Scotland to see relatives. At this time the car was sold, remained in the UK and was registered for the road here.

The current owner, who has a collection of significant Bentleys, has used '365' for touring in Scotland and has kept the car on his estate there. With a fascinating and rather amusing early history, this fine and original Vintage-era Bentley will surely give the fortunate next owner one of the best stories to tell at any evening function.

£180,000 - 240,000
€190,000 - 260,000

230

Offered from the Alan Mann Collection and the 2nd UK Supplied Ford GT, 900 Miles from new and the first example to be offered at auction in Europe

2018 FORD GT COUPÉ

Registration no. GX18 DSZ

Chassis no. 2FAGP9CW3JH100062

- *Modern reworking of an iconic racing GT*
- *Exceptional specification*
- *Approximately 900 miles from new*





'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 Mark II, with victory the following year going to a US-built Mark IV 'J' car. (The GT40 Mark III 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, the supercharged MOD 5.4-litre V8 produced 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 Buffoy 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 followed 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.

In 2015 a second-generation Ford GT was unveiled at the North American International Auto Show. Technologically a far cry from its predecessors, the new Ford GT features a 3.5-litre twin-turbocharged V6 engine, a carbon-fibre monocoque chassis, carbon-fibre body panels, pushrod suspension, and active aerodynamics. Producing 647bhp, the turbo V6 drives the rear wheels via a Getrag seven-speed DCT gearbox. The factory claims a sub-3.0 second 0-60mph time and a top speed of 216mph, which makes the carbon-ceramic brakes a necessity rather than a luxury.





In fact, Ford's new supercar had been created with GT racing in mind, hence the presence of an integral roll cage and a host of other competition-car technologies. Yet despite its start-of-the-art track-focused suspension, the GT has a ride quality rivalling that of a luxury saloon. Autocar's Matt Prior was obviously impressed: 'the GT... has a level of composure - that balance between ride and handling - that I'm not sure I've better experienced in 20 years of road testing. It's so compliant, yet there's so little roll, and body movements are so well controlled, that is genuinely astonishing.' All of the planned 1,000 road models had been sold before deliveries commenced in 2017.

The immaculate Ford GT we offer was ordered new by Alan Mann Racing Ltd and is the second of these fabulous cars to be delivered out of the first batch of 24 destined for the UK. First registered in March 2018, it has covered a mere 900 or so miles since it left the factory and is presented in effectively brand new condition.

The car was ordered with following extra-cost options:

- Exterior Colour: Liquid Grey (£4,166.67)
- Stripes: Ingot Silver (£8,333.33)
- Wheels: 20" Forged Alloy Diamond Silver (£1,458.33)
- Brakes: Silver Brembo Callipers (£833.33)
- Exterior Finish: Gloss Carbon Fibre (£12,500)
- Interior Theme: Launch Control (£25,000)
- Titanium Lug Nuts (£833.33)
- Indoor Car Cover in Grey (£625)

The cost of the aforementioned 'extras' is a little shy of £54,000, or roughly the price of a new Mercedes-Benz GLE SUV. Offered with a V5C Registration Certificate, the car we offer represents a not-to-be-missed opportunity to join the select band of Ford GT owners.

Refer to department





231 * N

The 1948 Paris Motor Show

1947 DELAHAYE TYPE 135M CABRIOLET

Registration no. not UK registered

Chassis no. 800939

- *One of only seven Delahaye 135 M/MS chassis with open coachwork by Antem*
- *Matching triple-carburettor engine*
- *Right-hand drive*
- *Formerly part of the Aalholm Museum Collection, Denmark*
- *Restored by the Key Collection*





Delahaye had no in-house coachworks so all its chassis were bodied by independent coachbuilders, which created some of their most attractive designs on the Type 135. Right-hand drive like many high quality French cars of the period, this rare Delahaye 135 M drophead coupé, chassis number '800939', was bodied by the renowned French coachbuilder Jean Antem of Courbevoie, Paris. Jean Antem had established his coachbuilding business in 1919 and over the course of the next 30-plus years would body all kinds of chassis in a wide variety of styles. Antem manufactured series-production bodies for La Licorne and Ariès during the 1930s while reserving his bespoke creations for quality marques such as Bentley, Bugatti, Hispano Suiza and, of course, Delahaye. Jean Antem's work is rarely encountered today; indeed, an article published in 'La Vie de l'Auto' in January 1979 cited just four Antem-bodied Delahaye 135 soft-tops known at that time out of the estimated seven made post-war.

Antem bodied some six dropheads and one roadster in similar style on the Delahaye 135 M/MS chassis, and '800939' was one of two such cars displayed on Antem's stand at the 1948 Paris Motor Show. This show car is readily recognisable by its Applex steering wheel and Plexiglas dashboard buttons, clearly visible in photographs taken at the show. It is understood that '800939' is the only car to have these features from new.

After the '48 Paris Motor Show, '800939' was sold to Monaco early in 1949 and registered as 'MC 2817' (owner unknown). On 25th September 1953, the Delahaye was sold to Natale Franchini of Cap-d'Ail on the French Riviera, receiving the French license plate '395 BR 06' (Alpes-Maritimes). There is then a gap in the car's history until it resurfaces many years later in the Deutsch Danischer Freizeitpark Oldtimer Museum in Germany. Photographed in front of the museum, and still with the French license plate '395 BR 06', it featured on one of the museum's postcards.

The Key Collection purchased '800939' in August 2012 when a selection of cars from the Danish Aalholm Automobile Museum was offered for sale at auction. Since then it has been restored by the Key Collection and is presented in magnificent cosmetic condition. Regular contenders at the most prestigious Concours d'Élégance events, these Antem-bodied Delahayes are very rare and highly sought-after. Bonhams would like to thank Delahaye authority Jean-Paul Tissot for his assistance in preparing this description.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

£220,000 - 280,000
£250,000 - 320,000

232

The 1939 RAC Rally, Autocar Road test,

1938 AC 16/80HP COMPETITION SPORTS

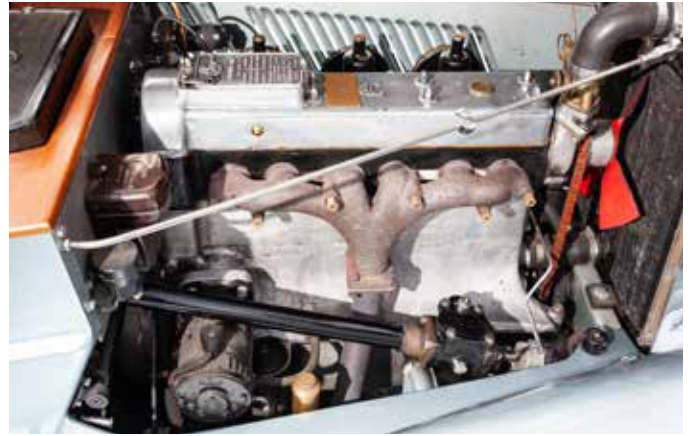
Registration no. GPF 957

Chassis no. L635

- One of only 44 Competition Sports models produced
- One of only 15 with sloping tail coachwork
- Extensively restored in the 2000s
- Concours award winner



JG Pige-Leschallas and co-driver Edgar Kehoe competing on the 1938 RAC Rally © Ferret Photographic



In 1935, AC announced a two-seater sports model on a short (8' 10") chassis - the 16/80 Competition Sports - which came with 80bhp on tap courtesy of a new cylinder head incorporating bigger valves. Including the supercharged 16/90hp model, only 44 of these delightful AC sports cars were produced.

Chassis number 'L635' was completed on 28th March 1938. Powered by AC's John Weller-designed 2.0-litre overhead-camshaft six equipped with triple SU carburettors, it is one of only 15 16/80 models built with the sloping tail body. The body's beautiful flowing lines are the work of Freddie March, Duke of Richmond and Gordon, who later founded the Goodwood motor racing circuit. Famous buyers of this handsome AC sports model included movie star Errol Flynn and American architect Frank Lloyd Wright.

This particular car was the works' demonstrator and as such was finished in Snow Shadow Jewelescence on all bodywork, chassis, and running gear. In 1938, 'GPF 957' was entered in the RAC Rally by JG Pige-Leschallas and co-driver Edgar Kehoe, both well known and respected rally drivers of the day (photographs on file). That same year the car was road tested by *Autocar* magazine, featuring in their July edition. 'GPF 957' was to feature in *Autocar* again (in August 1940) as part of their 'Talking Sports Cars' series. Continuation logbooks list owners from the 1950s and 1960s.

The previous owner purchased 'GPF 957' on the 22nd February 1997 in poor condition and restored the car over the next nine years, the engine, gearbox, and rear axle being fully rebuilt by AC expert Brian Taylor, and the body restored by David Moroney. A large restoration file is available on request, including a photographic record of the mechanical rebuild. The car's post-restoration achievements include:

- 2006: AC Owners Club: KBR Trophy for best engine. Best PVT. The Hurlock Trophy for Best in Show (2006)
- 2006: Vintage Sports Car Club: Oulton Park Concours 1st place. Vintage Sports Car Club: entered and completed the Western Rally
- 2007: Vintage Sports Car Club: 1st Class Award in the Northern Rally
- 2007: AC Owners' Club: won the Brownridge Trophy for most used AC during 2007
- 2007: Displayed at Goodwood Festival of Speed, Cartier Style-et-Luxe Concours

In 2008, 'GPF 957' was featured in the Vintage Sports Car Club's Bulletin No 259 in a seven-page article on its history and restoration. More recently, 'GPF 957' has featured in *The Automobile* (June 2016 edition, copy available) and it also features in the latest *Georgano Encyclopedia of Cars* and the recently published *AC in Detail* by Rinsey Mills.

£250,000 - 300,000
£270,000 - 330,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1967 AUSTIN MINI COOPER S GROUP 2 SPECIFICATION FIA

Registration no. not UK registered

Chassis no. 1005467

- *Delivered new to Denmark*
- *New 1,293cc race engine and 'dog box' with Swiftune drop gears*
- *Reworked Arden eight-port cylinder head*
- *Lucas fuel injection with bespoke slide-type throttle*
- *Highly competitive and eligible for Motor Racing Legends' Historic Touring Car Challenge*



To many - 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. Its prodigious roadholding and excellent power-to-weight ratio enabled the Mini Cooper to compete successfully with larger-capacity rivals, and on tight twisting circuits the car was often a candidate for outright victory. Indeed, Warwick Banks won the European Saloon Car Championship outright in 1964 driving Ken Tyrell's Mini Cooper. Spectators everywhere delighted in the spectacular, sideways cornering style adopted by the car's main protagonists, and the Mini's supreme driveability and user-friendliness have kept it in the forefront of Historic saloon car racing ever since.

The car offered here is a genuine Austin Mini Cooper Mark I built in 1967 and sold new to the Danish importer, DFA Denmark. In the 1990s a former owner transformed the car into a racer and it has been developed over more than 20 years. Motor Racing Legends, the organisers of the increasingly popular Historic Touring Car Challenge for Group 5 cars up to 1969, Group 2 cars up to 1981 and Group A cars post '81, have confirmed its eligibility.

This Austin Mini Cooper has been built to the ultimate Special Tuning Group 2 'Cooper S' works specification and is race ready. The engine and gearbox was completely rebuilt after its 1st place finish in the 2015 Copenhagen Grand Prix pre-1971 under 1300cc race. The new engine incorporates a new forged competition crankshaft; Swiftune flywheel; reworked Arden eight-port cylinder head; and Lucas fuel injection with bespoke slide-type throttle. The transmission consists of a brand new 'dog box' with Swiftune drop gears, while other noteworthy features include aluminium doors, bonnet and boot lid, and aluminium rear brake drums. We are advised that the drive train alone is worth £20,000.

The accompanying spares package includes the following: new brake parts, etc; bespoke chassis stands; bespoke set up stands; bonnet/hood stands; set up tools, etc, all boxed in alloy transport cases. The car also comes with six very rare 12"x7" magnesium Minilite wheels. Accompanying documentation consists of a Heritage Certificate, Danish registration papers, dynamometer printout (145bhp), and a full FIA HTP with all parts documented.

£30,000 - 40,000

€33,000 - 44,000

No Reserve

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

234

1969 ALFA ROMEO 1750 DUETTO SPIDER VELOCE

Coachwork by Pininfarina

Registration no. RCD 904G

Chassis no. ARO1676055348

- Sought-after soft-top Alfa Romeo
- Rare right-hand drive model
- Extensively restored during 2017/2018
- Original exterior livery



A modern classic by Pininfarina, the simple yet elegant open Spider bodywork that premiered on the 1966 Duetto would prove enduringly popular, lasting into the 1990s. The Spider's mechanical underpinnings were essentially the same as those of the Giulia saloon, comprising independent front suspension, coil-suspended live rear axle, and four-wheel servo-assisted disc brakes, while the engine was the Giulia Sprint GTV's 1.6-litre, double-overhead-camshaft four. The Duetto was made for just two years before being superseded in 1967 by the 1.8-litre '1750' Spider Veloce, whose nomenclature recalled that of a famous Alfa Romeo of pre-war days. Produced until 1970, the 1750 retained the Duetto's 'round tail' coachwork at first, later examples gaining the sawn-off Kamm-type tail that would characterise the successor 2000 model.

Autosport's inimitable road-tester, the late John Bolster, enthused over the 1750 Spider Veloce when he first got his hands on one in 1969, finding it "difficult to put into words the sheer charm of this open sports Alfa Romeo. Its appearance matches its performance and its small size is an immense advantage in modern traffic.

It is the kind of car that even an experienced test driver will take out for the sheer fun of handling it. Unlike its illustrious ancestors, it achieves a very high standard of comfort and refinement, and it is just as easy to drive as the most unexciting family hack."

A rare right-hand drive model being supplied as a late 1750 engine car, highly desirable over the 1300 and 1600cc cars. This sought after 1750 Spider Veloce was sold new in April 1969 finished in white and has been painstakingly restored in its original livery, the work being carried out during 2017/2018. In addition to the cosmetic refurbishment, the car was also overhauled mechanically, including an engine rebuild. A most attractive and coveted post-war Alfa Romeo, this beautiful 1750 Spider Veloce is offered with sundry restoration invoices and a V5C Registration Certificate.

£27,000 - 35,000

€29,000 - 38,000

235

1961 JAGUAR XK150 'S' 3.8-LITRE DROPHEAD COUPÉ

Registration no. not UK registered
Chassis no. T827647DN

- One of only 69 right-hand drive 3.8-litre 'S' drophead coupés
- Long-term private ownership (24 years)
- Restored in the mid/late 1990s
- Original colour scheme



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The Autocar*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. 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. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time



of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in 'SE' (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests. The 3.8-litre 'S' is one of the rarest of the family with only 282 built out of a total XK150 production of 9,396 cars.

Representing the XK150 in its ultimate configuration, with the 3.8-litre 'S'-specification engine and overdrive gearbox, this car was manufactured on 1st September 1960 and supplied to Henlys in London. It is one of only 69 right-hand drive 3.8-litre 'S' drophead coupés made. The car was

originally finished in cream with black interior and matching hood, the same colour combination it has today, and left the factory equipped with chrome wheels, as today. Its first owner was D R Collins Ltd and the original registration was 'LW 50' (later '78 PP').

In 1964 the XK changed hands for the first time, passing to Mr Walter Goddard of Surrey, who was followed by Mr Michael Edward Malone in 1977. From July 1983 the Jaguar was owned by Mr Peter Brown (still registered '78 PP') until it moved to DK Engineering. The current (Dutch) owner purchased the car from DK Engineering in October 1995 (invoice on file). The present owner then commissioned a bare metal re-spray, which was undertaken by M-B Vardy Services in Hampshire between 1996 and 1997. The car then moved with the current owner to Holland where marque specialists Zwakman carried out all the mechanical work required. Zwakman's detailed invoice is on file and the car also comes with its original logbook; JDHT Certificate confirming matching numbers; DK Engineering sales invoice; current Dutch registration papers; and its Operating, Maintenance and Service handbook with Jaguar pouch in very good condition.

Presented in lovely condition, showing few signs of age following its restoration while possessing a lovely patina, this XK150 'S' 3.8 has been meticulously maintained by its current owner and is only sold because he is reducing his collection. The car is on the button and ready to use.

£150,000 - 170,000
€160,000 - 180,000

236 N

Recent engine rebuild. Present ownership since 2007

**1960 ASTON MARTIN DB4 'SERIES II'
SPORTS SALOON**

Registration no. not UK registered
Chassis no. 264/R

- *Delivered new in the UK*
- *Present ownership since 2007*
- *Recent engine rebuild*
- *Registered in Sweden*





Launched at the London Motor Show in 1958, the Aston Martin DB4 emphatically demonstrated that a British manufacturer could better the Italians at their own game when it came to constructing the ultimate Gran Turismo. Classically proportioned and instantly recognisable from the moment of its introduction, the Touring-styled DB4 established a look that would survive, with only minor revisions, until 1970.

"Following in the classic tradition of close-coupled sports saloons, the 3.7-litre DB4 Aston Martin carries orthodox modernity to its highest pitch. A luxurious two-seat saloon which can carry four adults when necessary, it recorded almost 140mph as a two-way mean speed over the measured mile. Yet we were able to record acceleration figures from 10mph in the same gear ratio," reported *The Motor* magazine before concluding: "Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure."

This car's accompanying copy guarantee form indicates that it is the 14th of 350 'Series II' DB4s made. '264/R' was sold new via Aston Martin's Scottish agent Callanders Garages to first owner John F Dunn of Glasgow. The accompanying copy guarantee form shows that the car was originally finished in Sea Green with red Connolly hide interior, and records that in May 1962 it was fitted with a reconditioned engine ('370/415') by the factory.

According to James Taylor's book, *Factory Original Aston Martin DB4/5/6, '264/R'* was one of the last to be fitted with the original 'small sump' engine. The latter could suffer from overheated bearings, which is almost certainly what led to the original engine's demise. Apart from the information on the guarantee form, little is known of the car's history for its first ten years.

In 1970 the Aston was repainted blue while belonging to the third owner, a Mr Bonny (see period photographs on file). Other owners have included Mrs J A Grant of Carlisle and Dr Patrick Reid of Twyford, who owned the vehicle in the late 1970s/early 1980s and sold it to Swiss-domiciled S J C Klossowski de Rola in June 1982.

In 2004 the Aston was repainted in Silver Birch by Oakfields before export to Holland (photographs available). The current (Swedish) owner purchased the car in August 2007. Since then the engine has been rebuilt, its reinstallation being completed in September 2016, and in 2018 the owner drove DB4 from his home in Sweden to Goodwood.

The car is offered with sundry restoration invoices, Swedish registration papers and Swedish 'MoT'. A new oil cooler, steel wings, an oil filter conversion, and a new starter motor are the only notified deviations from factory specification.

£240,000 - 280,000
€260,000 - 300,000

237

The ex-Bill Jacobs and ex-Gene Ponder

**1939 ALFA ROMEO 6C 2300B
SHORT-CHASSIS SPIDER**

Coachwork in the style of Touring

Registration no. not UK registered

Chassis no. 813219

- *The pinnacle of 1930s sports car design*
- *Beautiful re-body to concours standard*
- *Maintained with no expense spared*
- *Currently registered in the Republic of Ireland*





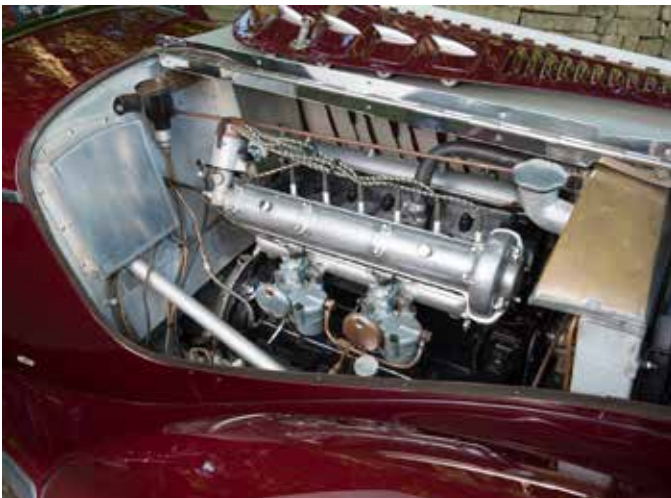
'An absolute novelty presented by Alfa Romeo at the 1934 Milan automobile show was the latest creation of Vittorio Jano, the 6-cylinder intended by the factory and by its designer to claim the heritage of the prestigious Alfa Romeo 1750...' – *'Le Alfa Romeo di Vittorio Jano'*, Autocritica, Milan, 1982.

Introduced at the 1934 Milan Show, the Alfa Romeo 6C 2300 was the latest flowering of a noble line of sporting models that had originated in 1925 with the 6C 1500. The latter was the first true expression of the abiding design genius of Vittorio Jano, who had masterminded the Italian firm's meteoric rise to world-class stature in the mid-1920s. His P2 and Tipo B Monoposto racing designs proved virtually unbeatable at Grand Prix level in their heyday, while his family of six-cylinder sports-racing cars has passed into the annals of motoring history as the standard-setter of its time.

The 2300's newly developed six-cylinder 2,309cc engine featured an integrally cast crankcase and cylinder block topped by an aluminium-alloy cylinder head. Two basic specifications were available: the Turismo model with a long-wheelbase chassis, and the Gran Turismo with a shortened wheelbase. In 1934, the 6C 2300 made an auspicious competition debut in the inaugural 'Giro d'Italia - Coppa d'Oro del Littorio', a race held in three stages over a total of 5,687 kilometres.

Four cars with open coachwork by Brianza were entrusted to Scuderia Ferrari, which collaborated closely with Alfa Romeo on competition matters. The engines were equipped with a new inlet manifold, two 35mm Solex carburetors, and twin 3-into-1 exhaust manifolds. Thus equipped, the engines produced more than 100bhp. Other changes made to the cars included a higher final drive ratio; Bosch electrics with a second battery; an enlarged fuel tank; two fuel pumps; and the addition of a rev counter. Alfa Romeo suffered some bad luck in the course of the race, as the leading car driven by Marinoni had an accident in the second stage. However, the other three cars enjoyed more success, with the Rosa/Comotti car finishing 2nd overall, and the others finishing 4th and 5th.

The model's definitive success came at the Targa Abruzzo - 24 Ore di Pescara on 12/13th August 1934, when three Touring-bodied coupés finished 1st, 2nd, and 3rd with the Cortese/Severi car winning against stiff competition from the Lancia Astura driven by Pintacuda/Brivio, who had won the previous Giro d'Italia, and the two Alfa Romeo 8C 2300s of Tazio Nuvolari and Guy Moll.



Capitalising on this success, Alfa Romeo decided to build a series of 60 Gran Turismo cars with the mechanical specifications of the racing *berlinetta*, and with various types of coachwork ranging from saloons to open spiders. These cars were called 'Pescara' to commemorate Alfa's racing successes. They were the predecessors of the new Touring-bodied 6C 2300B Mille Miglia models that debuted at the 1937 Mille Miglia (see below).

Introduced in 1935, the 6C 2300B came with 76bhp on tap in touring specification and up to 95 horsepower in short-wheelbase Pescara/MM form. The chassis was constructed of box-section frame rails and featured independent suspension all round, making it an exceptionally advanced design for its day, while the brakes - of large diameter with aluminium cooling fins shrunk around the cast-iron drums - were very effective.



One of the 6C 2300B's standout competition successes came in the 1937 Mille Miglia where Giovanbattista Guidotti (benefiting from the experience of previous Mille Miglia co-drives with Nuvolari) and Benito Mussolini's chauffeur, Ercole Boratto, finished 4th overall. Guidotti's drive in the 6C 2300 earned Alfa the prestigious National Touring class laurels.

Chassis number '813219' is an exceptionally good-looking re-body with coachwork in the style of *Carrozzeria* Touring of Milan. The 6C 2300B chassis is renowned for its nimble and precise handling, and is even more responsive in short-wheelbase form, as seen here. Its fully independent suspension is compliant and comfortable, while this engine's 110 horsepower, coupled with the long-stroke six's smoothness and torque, make this car the ideal companion for tours and rallies.

Surviving records indicate that this short-wheelbase car was delivered new as a saloon. It was re-bodied in the 1980s with its present coachwork and painted blue. It is understood that its European owner campaigned the car extensively, participating in prestigious events such as the Mille Miglia Storica. The Alfa was then auctioned in Europe.

Subsequently, renowned enthusiast and collector Mr Bill Jacobs imported the Alfa into the USA and commenced its restoration, refinishing the body in the period-correct dark red livery it still wears today, and adding chromed spears to the rear wings and spats. The beautiful tan leather interior is pristine, complementing the exterior colour perfectly. Originally fitted with a single carburettor, the engine has been upgraded with twin carburettors as used on the 6C 2300B MM, further enhancing the Alfa's already excellent touring qualities. Cosmetically, the car is superb; there is little wear evident and it appears clean and well detailed throughout. Clearly, previous owner Gene Ponder spared no expense in its upkeep and the results speak for themselves. The next owner was similarly fastidious, instructing his mechanics to undertake a thorough inspection and ensure that the car was maintained in running and driving condition.

Although any Alfa Romeo of this period is a pleasure to own and drive, this 6C 2300B ranks among the finest and most exquisite of contemporary classics. A guaranteed head-turner at any show, race meeting or tour, this classic Alfa Romeo will surely give its proud next owner immense satisfaction. Offered with Republic of Ireland Registration papers and therefore in free circulation within the EU.

£400,000 - 450,000
€430,000 - 480,000

238

2008 ROLLS-ROYCE PHANTOM DROPHEAD COUPÉ

Registration no. to be advised

Chassis no. UHO7077

- *Three keepers from new*
- *Only 20,800 miles from new*
- *Rolls-Royce service history*
- *Excellent condition throughout*



"This is the new Rolls-Royce Phantom Drophead Coupe – an extraordinary name for a convertible, but with a price tag of £305,000, a kerb weight of close to three tonnes with fuel and passengers on board, and a 6.75-litre, 453bhp V12 engine under the bonnet, this is an extraordinary machine." – *Autocar*.

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.

Rolls-Royce began work on the Phantom in 1999 under new owners BMW. Launched in 2003, it was the first Rolls-Royce developed and introduced after BMW had acquired the rights to use the Rolls-Royce name in 1998. The Phantom is credited with successfully reviving the Rolls-Royce brand and restoring British company's credibility as a maker of luxury cars. It was inevitable that a convertible version would follow,



and in 2004 Rolls-Royce displayed the 100EX concept car to celebrate the company's centennial. Introduced at the North American International Auto Show in 2007, the two-door Phantom Drophead Coupé was styled along 100EX lines and built on a short-wheelbase version of the Phantom saloon's chassis platform, suitably strengthened to compensate for the absent roof. The chassis and body are mostly aluminium, the latter featuring rear-hinged doors, while the convertible top - the largest on a European car - could be raised in only 25 seconds.

This new generation of Phantoms was indeed a huge success, being highly acclaimed by the motoring press, dealers, and, most importantly, the customers. Once again Rolls-Royce Motor Cars had produced the pinnacle of luxury motoring. These Phantom Drophead Coupés are rated among the very best, boasting a V12 engine of almost complete silence yet capable of producing 453bhp and so much torque that the mid-range acceleration is mind boggling.

Rolls-Royce's famed reputation for silence in operation was continued with the Phantom Drophead Coupé. "The starter whirs seamlessly and the V12 murmurs into life," declared Autocar. "In other guises V12 noises are used to convey performance potential, but this one is built for extreme quietness.

Only at 5000rpm-plus do you hear a stirring engine note, but even then it's faint". Despite the car's size and weight, the power assisted steering was found to require only fingertip control at low speeds. *Autocar* again: "At the other end of the cornering spectrum - when you're going for it a bit - there's plenty of grip wet or dry... The brakes are very powerful, too..."

"What you'll quickly learn is to modify your attitude, to enjoy that enormous power reserve where appropriate, but at all times to luxuriate in this car's smoothness, quietude and opulence - the very things for which the Phantom Drophead owner pays the price of a very decent suburban house."

Finished in the most attractive black diamond metallic and silver with cream hide leather interior, this beautiful example has had two previous keepers and comes with Rolls-Royce London service history, there being five stamps in the service booklet, the most recent dated 2018 at 19,995 miles. The current odometer reading is 20,800 miles and the car also comes with a V5C Registration Certificate and MoT to June 2020.

£125,000 - 155,000
€130,000 - 170,000

239

C.1936 SS1 FIXED-HEAD COUPÉ

Registration no. not registered

Chassis no. to be advised

- One of only 2,503 built
- Rare survivor of an early SS model
- Formerly part of the Aalholm Automobile Museum Collection, Denmark
- Repainted since acquisition





Forerunner of the 'Jaguar' marque, the SS1 predated yet epitomised the former's advertising slogan, 'Grace, Space, Pace.' 'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley in 1922. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis. The design was the work of Walmsley's business partner, William Lyons, whose future Jaguar creations would confirm his reputation as one of the British motor industry's most gifted stylists. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet, and Standard Sixteen chassis.

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by John Black's Standard Motor Company, which also provided the 2.1/2.6-litre six-cylinder sidevalve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance. In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

The SS1 body was revised for 1933 and the engines up-rated with alloy cylinder heads and improved manifolding, advances that raised the top speed to 75mph. For 1934 the SS1 gained a new wide-track chassis and slightly enlarged Standard engines of 2,143cc and 2,663cc, while the body - now available in four different configurations - underwent yet another re-style. In this, its final form, the SS1 remained in production until 1936, by which time 2,503 examples of this ultimate version had been made.

Believed to be a 2.1-litre model, the SS1 fixed-head coupé offered here was purchased from the sale of the Danish Aalholm Automobile Museum Collection in 2012, since when it has been cosmetically restored by the Key Museum. Early SS cars are rare and highly desirable and this example, with its fresh two-tone paintwork, is undeniably handsome.

£80,000 - 100,000
€86,000 - 110,000

COMBAT STRESS

FOR VETERANS' MENTAL HEALTH

The charity was founded in the aftermath of the Great War, in 1919, to help ex-Service men suffering from the condition then known as 'shell shock', more recently recognised as Post Traumatic Stress Disorder (PTSD).

Now the leading mental health charity for veterans, Combat Stress has helped over 100,000 ex-Service personnel to rebuild their lives over the last 95 years. Originally providing Vocational Rehabilitation, its role and treatment programmes have evolved to the world-class service mental health support offered today, free of charge, to former members of the Armed Forces and Merchant Navy, and Reservists.

As part of its clinical programmes, Combat Stress offers Art Therapy to veterans receiving support for mental health conditions, and it forms part of the charity's residential PTSD Intensive Treatment Programme. Veterans do not have to be good at art to participate in these sessions, as it is the creative process in itself that is important. Creativity is the antidote to rigid, repetitive thought patterns that can hamper recovery and open up new ways of thinking and seeing. During Art Therapy sessions, groups of veterans find they can connect with others and their own emotions. They are more able to express their feelings, and begin to process their traumatic experiences.

Alongside its specialist PTSD Intensive Treatment Programme, the charity also delivers individually-tailored clinical programmes at three regional residential treatment centres to help prepare Veterans for change, including a stabilisation course for those with multiple complex diagnoses as part of the residential treatment. The Combat Stress national Community and Outreach network and a free 24-hour Helpline (0800 138 1619) mean that its service users – veterans, Reservists and their families – have easy access to support nationwide.

Combat Stress requires significant ongoing funding for its specialist work helping ex-Service personnel and Reservists. If you would like to support the charity in its work with veterans please visit www.combatstress.org.uk or telephone 01372 587151 for further information.

240

All proceeds of this lot will go to Combat Stress

1957 STAMPE ET VERTONGEN SV4C SINGLE-ENGINE BIPLANE TWO-SEAT TRAINER/TOURER

Construction no. 596

Engine. Renault Type 4PO3 No 167

Former UK Reg no. G-AZTR



Here we are delighted to offer this delightful 62-year old Stampe biplane as a restoration project, process from the sale going to the wonderful Combat Stress charity, the UK's leading body supporting military service veterans' mental health needs. For a century, Combat Stress has helped former servicemen and women suffering from such mental health difficulties as anxiety, depression and post-traumatic stress disorder (PTSD). The work done by this immensely significant charity is life-changing and often life-saving. No other body matches the specialised service and achievements of Combat Stress.

Against this charity-sale background the 1957-built Stampe offered here combines long and successful history with enormous future potential. Formerly UK-registered 'G-AZTR' this Renault 4PO3-engined Stamp SV4C is offered fresh from several years in storage following its re-importation from the USA in the early 2000s.

This aircraft was built originally in 1957 by the Société National de Constructions Aéronautiques du Nord, paradoxically based in the heart of France at Bourges Airport, in the department of Cher. This French manufacturer built the aircraft under licence from Stampe et Vertongen, the Antwerp-based Belgian concern responsible for the SV4-series' original design. This two-seat trainer/tourer had been conceived for them as far back as 1933 by designer George Ivanov, and it was very much a contemporary rival of the famed British De Havilland Tiger Moth.

While the initial SV4A model was launched as an advanced aerobatic trainer, the following SV4B featured redesigned wings and 130hp de Havilland Gipsy Major engine. Only 35 aircraft had been built before World War 2 forced the company's closure, but postwar war the successor enterprise Stampe et Renard built a further 65 aircraft 1948-1955 as trainers for the Belgian Air Force.

The SV4C variant was licence-built in both France and Algeria, the combined production total reaching 940. These postwar SV4Cs were used widely as a French military primary trainer while many also served in French aero clubs before being sold second-hand to the UK amongst other countries.

This individual aircraft was civilian-registered in France as F-BDEQ for joining the British Registry as G-AZTR, we believe as early as 1974. Before being sent to the USA in the early 2000s it was extensively prepared by Personal Plane Services (PPS) at Wycombe Air Park (Booker) under the direction of leading specialist Tony Bianchi. Once PPS had completed their work, the aircraft was containerised and shipped to the American mid-West.

However, its contemporary owner's plans then changed and the aircraft was preserved in storage until he decided to sell it. A new owner then re-imported it to the UK, where it has survived in storage ever since. The Stampe biplane is renowned as being an eminently enjoyable, open-cockpit, 'wind in the wires' classic. Now - in aid of the admirable Combat Stress charity - we commend this example - after its long years of storage but complete with full engine and airframe logbooks (and LAMS log) - to the enthusiast aviation market....

Will it fit in your hangar?

£16,000 - 20,000

€17,000 - 22,000

No Reserve

241 N

The ex-Donald Campbell, CBE; Works Demonstrator

1961 ASTON MARTIN DB4GT SPORTS SALOON

Registration no. not UK registered

Chassis no. DB4GT/0161/R

- One of only 45 right-hand drive examples
- Continuous history
- Present long term private ownership for over 28 years
- Excellent restored condition





Tim Frost, Curborough Sprint, 1974

‘For many Aston Martin enthusiasts the DB4 was the best of the post-war cars. Previous cars were lacking in power while the later DB5 and DB6 put on weight and were more like fast tourers than high-speed thoroughbreds – and amongst the DB4s the DB4GT was the most thorough all-round Grand Touring car of the lot...’ – Mike Twite, ‘Motors’, 1967.

Launched at the London Motor Show in 1958, the Aston Martin DB4 emphatically demonstrated that a British manufacturer could better the Italians at their own game when it came to constructing the ultimate *Gran Turismo*. Its specification included a completely new steel platform chassis with disc brakes all round, and a race-developed twin-cam six-cylinder engine, all clothed in a perfectly proportioned aluminium body designed by *Carrozzeria Touring* of Milan. Overall, the DB4 was state-of-the-art for its time, a masterpiece of robust British engineering combined with exquisite Italian styling.

Engineered under the watchful eye of Harold Beech, the immensely strong platform-type chassis replaced the DB2/4’s multi-tubular spaceframe, the latter being considered incompatible with Touring’s *Superleggera* body construction that employed its own lightweight tubular structure to support the hand-formed aluminium-alloy body panels. The trailing-link independent front suspension of the DB2/4 gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by Watts linkage instead of its predecessor’s Panhard rod.

The new car’s competition potential had been recognised from the outset and the factory lost no time in developing a lightweight version suitable for racing, the resulting DB4GT debuting at the 1959 London Motor Show. The model had already been proven in competition earlier that year when the prototype driven by Stirling Moss (‘DP/199’) won its first race at Silverstone. Extensive modifications to the standard car took 5” out of the wheelbase and replaced the rear seats with a luggage platform on all but a small number of cars. Together with lighter, 18-gauge bodywork, these changes reduced the car’s weight by around 200lb (91kg).







The GT used a tuned engine which, equipped with a twin-plug cylinder head and triple Weber 45DCOE carburetors, produced a claimed 302bhp at 6,000rpm, a useful increase over the standard car's claimed 240bhp. Maximum speed, of course, depended on overall gearing but 153mph was achieved during testing with a 0-60mph time of 6.1 seconds recorded. The DB4 was also one of the first cars to go from standstill to 100mph and then brake to a dead stop on under 20 seconds, a tribute, in part, to its up-rated Girling brakes as used on Aston Martin's sports racers of the era.

Viewed from the front, the GT was readily distinguishable by its faired-in headlamps with Perspex covers, a feature later made standard on the DB5 and DB6. The rear screen and quarter windows were Perspex on many examples; bumper over-riders were deleted and the wind-down windows were frame-less within the doors. Twin Monza quick-release competition fuel fillers were added atop the rear wings, leading to a large-capacity fuel tank mounted flat in the boot. GTs were fitted as standard with lightweight Borrani 42-spoke wire wheels with alloy rims and three-ear 'knock-offs'. Trimmed to full Aston Martin road car specification, the interior boasted fine Connolly leather upholstery and deep-pile Wilton carpeting, while the GT benefited from the addition of an oil temperature gauge to the standard complement.

The DB4GT offered a strong challenge to the prevailing Ferrari dominance in GT racing, with examples entered by the works and John Ogier's Essex Racing Stable enjoying numerous victories. Driven by the likes of Roy Salvadori, Stirling Moss, Jim Clark and Innes Ireland, the DB4GT earned its stripes every weekend on the racing circuit. In December 1959, at the Bahamas Speed Week, Stirling Moss won driving a standard customer DB4GT 'borrowed' by the works following the demise of Moss's intended DBR2! The DB4GT was indeed a true dual-purpose car, equally at ease on both the racetrack and Grand Tour.

First registered '44 MY' and originally finished in Dubonnet with black Connolly hide trim, DB4GT chassis number '0161/R' was retained by the factory as its official demonstrator before being sold in June 1961 to its first private owner, Donald Campbell CBE. The famous speed record specialist who set eight absolute world speed records on land and on water in the 1950s and 1960s, Campbell remains the only person to have set both land and water world speed records in the same year (1964). He died during a water speed record attempt at Coniston Water in the Lake District in January 1967. Campbell owned '161/R' only briefly, and in November 1961 the Aston passed into the ownership of one John Somers. Accompanying documentation lists a further 10 owners including the present (German) custodian, who purchased the car in 1991.



Sixth owner Tim Frost acquired '161/R' in 1973, by which time it had been fitted with engine number '370/0182/GT', which is also stamped 'RAC' indicating that it was built for racing by the works. '370/0182/GT' had started life in the famous DB4GT Zagato, '1 VEV', campaigned by John Ogier's Essex Racing Stable. '1 VEV' formed part of the Essex Racing Stable for only some two years, the highlight of its time with team being an entry in the 1961 Le Mans 24 Hours Race for Jack Fairman and Bernard Consten. The car retired after 2½ hours with a blown cylinder head gasket.

In 1974 '161/R' was entered in the AMOC's Wiscombe hill climb, taking a 2nd place finish. Mr Frost advised the AMOC that the car had been fitted with a taller final drive ratio of 2.89:1 (3.54:1 standard) and when sold, the Aston reverted to its original registration number having carried 'TF 12' for a while.

During the period 1985-1987, the DB4GT was owned by Tim Holloway, who regularly entered it in both sprints and concours events. These included the 1984 West Wycombe concours (1st) and Silverstone St John Horsfall concours (5th); 1986 Wiscombe Park hill climb (4th), Curborough sprint (6th), and BSCC Goodwood sprint (4th); and 1987 Wiscombe Park hill climb (2nd), Curborough sprint (7th), Silverstone concours (3rd), Goodwood sprint (5th) and AC OC Goodwood sprint (5th).

Following its acquisition by the current vendor in 1991, the Aston was treated to a bare metal restoration by Max Wetzel in Maur, Switzerland. This restoration took from 1995 to 2001 to complete, and there are invoices

for circa CHF 70,000 on file together with some 350 photographs. At around the same time the mechanicals were overhauled by Roos Engineering in Switzerland at a cost of circa CHF 290,000 (invoices available).

Also on file are several magazine articles about the Aston, including one in *Motor Klassik* (July 2004 edition) where it featured on the front cover for a comparison piece pitting it against a Ferrari 250 GT SWB. The files also contains copies of invoices from RS Williams addressed to previous owner Nicholas Springer of Gstaad, Switzerland; and original Aston Martin DB4GT sales brochure; and several German TÜV certificates, the latest dating from May 2019.

Aston Martin built a mere 75 DB4GTs plus further 19 Zagato-bodied variants, one Bertone-bodied special, and five 'Team' or 'Development Project' GTs. Of these 75 examples, 45 were supplied in right-hand drive form and 30 were left-hand drive. Amongst the most beloved of all Astons, the DB4GT remains unmatched for its unique combination of performance and roadability.

Despite its tremendous rarity and value, the DB4GT remains a popular entrant at major historic racing events such as the Goodwood Revival and the numerous (and highly competitive) Aston Martin Owners' Club Championship race meetings in the UK. The DB4GT was designed for competition and '0161/R' offers a rare opportunity to acquire an original right-hand drive example capable of competing with distinction in a variety of historic motoring events.

£2,200,000 - 2,800,000
€2,400,000 - 3,000,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1965 BMW 1800 TI/SA-SPECIFICATION FIA APPENDIX K COMPETITION SALOON

Registration no. to be advised

Chassis no. 986060

- Original 1800 TI upgraded to TA/SA specification
- European Championship winner 1992
- Goodwood Revival St Mary's Trophy competitor
- Engine and transmission rebuilt by Laranca Engineering in 2018
- Fresh HTPs and eligible for Masters Pre-'66 Touring Cars, HTCC, U2TC, HSCC, and other race series



BMW 1800 TI/SA 'homologation specials' were campaigned successfully by the works team in the mid-1960s, most notably by Hubert Hahne and Rauno Aaltonen. The TI/SA was based on the 1800 TI (*Turismo Internazionale*). Built to meet the then current touring car race regulations, the limited edition 1800TI/SA (Sonderausführung – special edition) came with a 130bhp engine (20bhp more powerful than that of the stock 1800 TI) incorporating a counter-weighted crankshaft, larger valves, 10.5:1 compression ratio, competition camshaft, and two twin-choke Weber carburettors. There was also a five-speed gearbox, the latter relatively rare on road cars at the time, while the running gear was up-rated appropriately to cope with the increased performance.

Intended to raise BMW's international sporting profile, the 1800 TI/SA succeeded brilliantly; Hubert Hahne won the German national championship in 1964 and with co-driver Rauno Aaltonen disputed the lead of the Spa 24-Hour race with a Mercedes-Benz 300 SE, eventually finishing 2nd. BMW went one better the following year when Pascal Ickx and Gerald Langlois' 1800 TI/SA secured the first of the Munich manufacturer's string of victories in this prestigious event. Only 200 genuine factory-built TI/SAs were made, most of which are either in private ownership or German museums.

An 1800 TI upgraded to TI/SA specification, the car offered here was restored in 1987 and has raced in FIA events since 1992. It has competed in various championships, winning the European Championship in 1992 and finishing 5th overall in 2003.

The current owner, since February 2013, international best-selling crime novelist, Peter James, has raced the car to numerous top-three class finishes in the U2TC and Masters series. The car has also competed successfully in the Goodwood Revival's St Mary's Trophy. In 2013, co-driven by the owner and also by Touring Car legend Steve Soper who finished 5th, they came 10th place overall. Other drivers include media/TV presenter Amanda Stretton, multi championship-winner Paul Taft, and U2TC and Masters regular Alan Letts.

Throughout the current ownership the car has been maintained with no expense spared by classic BMW specialists Laranca Engineering. Only one race has been completed (at the 2018 Silverstone Classic) since the engine was rebuilt in June of that year, and only two races since the transmission was overhauled. Offered with FIA HTP valid until 2028, this car represents a wonderful opportunity to acquire a TI/SA-specification BMW competition saloon of proven competitiveness and an entry into renowned series' such as the HSCC Historic Touring Car Championship & Motor Racing Legends U2TC.

£30,000 - 40,000
€49,000 - 60,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

243

1957 ROCHDALE GT COUPÉ

Registration no. VWO 742

Chassis no. C947951

- One of the most beautiful small GT cars of its day
- One of (believed) fewer than 80 survivors
- 1½-litre Coventry-Climax FWB engine
- Restored between 2007 and 2012
- Eligible for Goodwood and other prestigious historic meetings



Rochdale Motor Panels & Engineering Ltd started in 1948 as panel beaters before turning to the manufacture of aluminium bodies for competition cars and then glassfibre bodyshells for the specials-building industry. By 1954 Rochdale was offering its MkIV glassfibre body, intended for the pre-war Austin Seven chassis. With the latter's availability declining, Rochdale offered the more extensive 'ST' kit for the Ford Ten/Popular chassis. The 'ST' was an open design lacking torsional stiffness, and after a few had been made it was superseded by the beautifully proportioned Rochdale 'GT', which according to its maker was 'not a shell to adapt to your Ford but a complete body designed specifically to fit'. Intended for the Ford 8/10hp chassis, the 'GT' became available from 1960 with Rochdale's own frame. One of the most elegant small sports cars of its day, the 'GT' would go on to be Rochdale's best-selling model, with an estimated 1,350-or-so made, of which it is believed fewer than 80 survive. Rochdale abandoned the kit-car side of its business in the early 1970s.

This rare Rochdale GT was in very poor condition when purchased from its previous owner in 2007. A five-year full restoration to period-correct specification was then embarked upon, requiring considerable expertise and painstaking attention to detail to bring the car back to its former glory. No expense has been spared to prepare the GT for long-distance racing, and we are advised that it is ready to participate in all the great classic endurance races.

Featuring a lightened semi-spaceframe chassis, built in period using Ford Popular side members, the car is powered by a full-race specification 1½-litre Coventry-Climax FWB engine producing 140bhp. Other specification highlights include an integral roll cage; straight-cut close-ratio gearbox; double-wishbone front suspension; Lotus 11 front discs and magnesium callipers; Austin Metropolitan rear axle with limited-slip differential and five-link location; competition brake linings at the rear; 15" wire wheels shod with Dunlop racing tyres; long-range 'Le Mans' fuel tank; Speedwell gauges; Halda Speedpilot; and Heuer Monte Carlo stopwatch.

Immaculately restored, this Rochdale is eligible for Goodwood and other prestigious historic meetings, and in 2013 raced at the Goodwood Revival. Competing in the Fordwater Trophy - its first race - the Rochdale qualified at 79.27mph and started from 19th in a field of 29. Within eight laps it had moved up to 12th place, only to be sidelined by a puncture. Today, this is one of the prettiest cars participating in classic road rallying across Europe, often beating faster and more exotic rivals. Ready for classic circuit racing, this supremely versatile car could just as easily be adapted for rallying or fast-road use, and would be equally perfect for a Sunday drive in the countryside. Fully serviced, MoT'd and cleaned, it comes complete with a comprehensive photographic restoration record and is presented in immaculate condition.

£30,000 - 40,000
€33,000 - 44,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

244

1960 CHEVROLET CORVETTE CONVERTIBLE

Registration no. not UK registered

Chassis no. 00867S108052

- 4.6-litre 270bhp V8 engine
- Four-speed manual transmission
- Registered with the National Corvette Restorers Society
- Outstandingly original





This stunning matching-numbers Corvette is one of the last of the desirable 1st Generation C1 models. Built in 1960, the car is finished in Roman Red with white coves, red interior trim, and white soft-top - arguably the finest colour combination. It also features the sought-after optional four-speed manual transmission and 270hp 283ci (4.6-litre) V8 engine equipped with twin four-barrel carburetors.

This Corvette comes from the State of Texas and has never been the subject of a 'frame off' restoration: firstly because the dry, warm climate has kept it rust-free and secondly because its long-term former owner maintained the car regardless of expense. The car had its first repaint (only the outside skin) because of fading, while a complete mechanical overhaul, attention to brightwork, etc was carried out some 10,000 miles ago.

The Roman Red paint is still of show quality; indeed, this Corvette is said to have won many concours awards (see stickers on windscreen). We are advised that the engine starts readily and displays good oil pressure. All the lights work, as do the windscreen wipers, horn, etc. A new battery has been fitted and the oil changed recently ready for sale.

The body appears in excellent condition with clean, smooth lines, and consistent gaps all around. The interior looks like new: the seats, carpets and door panels all being in excellent condition. All the gauges illuminate and even the courtesy light works when you open the door. The original Wonderbar Radio has been restored and modified to receive digital stations, although externally it remains totally original. The single speaker in the dashboard is amplified and impressively loud; indeed, we are advised that you can have the top down at 70mph and hear it perfectly.

The engine compartment is beautifully detailed, with the factory shielding still on the engine, as are the correct valve covers and air cleaner. The boot compartment looks impressive, with correct board mat, spare wheel, jack and brace. The white convertible soft-top is new and in excellent condition, and the car rolls on wide whitewall radial tyres that improve the handling and ride.

The car is offered with a 1958-1960 Corvette Judging Manual; a 1960 Corvette operation manual; a 1960 Chevrolet Corvette C1 Brochure; title document; and NOVA letter.

This dazzling, head-turning Corvette wants only for a new custodian that will treasure it as much as its late owner did.

£80,000 - 100,000
€87,000 - 110,000

245

2003 FERRARI F360 SPIDER

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. ZFFYT53C00132519

- Sold new in the UK
- Manual transmission
- Circa 32,500 miles from new
- Full Ferrari service history



By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner, Pininfarina, succeeded in surpassing the acclaimed F355, the new car attracting superlatives that put even its illustrious predecessor in the shade.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360 and producing 400bhp. Unlike the F355's transverse unit, the 360's six-speed gearbox was mounted longitudinally behind the engine, and could be ordered with an improved version of the F1-inspired paddle-operated gearshift pioneered on the F355.

In every other respect the 360 was entirely new, the most striking break with Ferrari tradition being the body's frontal treatment: gone was the omnipresent oval grille, replaced by two separate intakes set low into the front wings. A larger car than the F355, the 360 owed its radical new shape to the quest for increased downforce. Additionally, the 360 saw the introduction of Ferrari's now trademark transparent engine cover, showcasing that beautiful V8 and its red-painted cam covers.

There was further innovation beneath the skin – a lighter and stiffer aluminium chassis replacing the F355's steel framework. This increased stiffness was considered vital for the open Spider version. The extensive use of aluminium meant that, despite its increased size, the 360 weighed around 100kg less than the F355.

On the Spider version, the top folds out of sight in a mere 20 seconds, leaving the lines of the beautiful Pininfarina body unobstructed.

Another important change was the introduction of a removable panel between the passenger compartment and engine bay; combined with the location of the 360's timing belt at the front of the engine, this meant that belt changes could be completed with the engine in situ, dramatically reducing service costs.

Although its straight-line performance was only marginally superior to the F355's, the 360's on-the-road dynamics constituted a significant advance, its best time around Ferrari's Fiorano test track being some three seconds faster than its predecessor's.

This beautiful 360 Spider has the manual transmission and is finished in red with black leather upholstery. The Ferrari was sold new in the UK by Maranello Concessionaires Ltd on 24th April 2003 and first owned by a Mr David Williams of London. The vendor purchased the car from Graypaul in circa 2014. Presented in excellent condition, the car comes a V5C document, current MoT, sundry bills, and its service booklet showing full Ferrari service history, the most recent service being carried out by HR Owen on 8th July 2019 at 32,412 miles.

£60,000 - 90,000

€66,000 - 98,000

246

1959 AUSTIN MINI SALOON

Registration no. WRY 220

Chassis no. A-A2S7/3608

- *Very early example*
- *Only four owners from new*
- *Laid up for most of its life*
- *Highly original*
- *Restored between 2018 and 2019*



One of the first Minis completed, 'WRY 220' was delivered to dealers Lathams Limited of Leicester on 1st October 1959, a mere two months after this revolutionary new design had been launched. 'WRY 220' comes with its original old-style buff logbook showing that it was first owned by one Francis Kelly of Leicester, followed in 1961 by Ernest Ryan (also of Leicester) who used the car before laying it up for 10 years; it was acquired by the immediately preceding (third) owner in 1974. The owner undertook to replace the rear sub-frame, and the Mini was put into his garage and the sub-frame removed. The car remained like that for the next 43 years before being sold as a basically sound and complete restoration project at Bonhams' Beaulieu Sale in September 2017 (Lot 502) showing a believed-genuine 57,111 miles on the odometer. Purchased there by the current (fourth) owner, the Mini was entrusted to Melvin Floyd of Just Historic Cars for restoration.

Great care was taken during the restoration to ensure that original parts were reused wherever possible; this even extended to reusing the original 1959-dated clutch plate, which was little worn. Interviewed by MiniWorld magazine for an article on 'WRY 220' (September 2019 edition, copy available) Melvin revealed that even details such as a dealer water-slide transfer on the dash rail and service stickers at 40,000 miles had been preserved.

Surprisingly, no major panels needed replacing, only relatively minor repairs being required, while the paint colour was matched to concealed areas of the original Tartan Red paintwork. As the rear sub-frame was absent, a newer one was sourced and modified to 1959 specification. The engine and transmission were overhauled, though the former did not need a re-bore, only re-ringing. Following the rebuild both the engine and transmission were drained of fluids as the vendor had no intention of driving the restored car. The interior was in a good state of preservation although the carpets and headlining had to be renewed. The original seats only needed a clean, but the original trim panels were past saving and were replaced.

Painstakingly restored with commendable attention to detail, this collectible early Mini is offered with an old-style logbook, BMIHT Certificate, V5C registration document, and bills relating to its restoration.
£25,000 - 35,000
€27,000 - 38,000

247

The ex-Jack Sears

1954 JAGUAR XK120 COUPÉ

Registration no. DVV 200

Chassis no. S669125

- Driven by Jack Sears throughout the 1954 season
- One of only 194 right-hand drive XK120 fixed-head coupés built
- Present ownership since 2003
- £30,000 spent on mechanical recommissioning the engine in the last 12 months
- Fordwater Trophy participant



'Three coachloads of Jaguar employees made the pilgrimage to Silverstone and were rewarded for their enthusiasm by seeing one of our cars gain one of the most convincing victories seen on a race track... whenever or wherever a production car race is held again, we may be sure that Jaguar will be well represented and will give a good account of itself.' – *Jaguar Journal*, 1949.

The XK 120 set new standards of comfort, road holding and performance for British sports cars, and in keeping with the Jaguar tradition there was nothing to touch it at the price. It was an immense success in North America, finding the majority of its customers there, and when Road & Track tested one in 1951 they announced that 'the XK120 has performance far and above any stock American make... by far the fastest car yet tested by Road & Track, a two-way average of 121.6mph being attained.'

'DVV 200' at speed in the hands of its legendary first owner Gentleman Jack Sears © Motorsport



Although it had not been designed with racing in mind, the XK120's competition potential was immediately obvious, not least to the factory, which entered a three-car team in the Daily Express one-hour race for standard production cars at Silverstone in August 1949. The XK's of Leslie Johnson and Peter Walker duly rewarded Jaguar's faith in its new sports car by finishing 1st and 2nd respectively, thus setting the scene for an illustrious competition career that would culminate in the development of the legendary Le Mans-winning C-Type.

One of only 194 right-hand drive XK120 fixed-head coupés built, this example was bought new by famous racing driver the late Jack Sears, who would go on to win the inaugural British Saloon Car Championship in 1958 and regain the title in 1963, in addition to drives for the BMC Works, Tommy Sopwith's Equipe Endeavour, Willment and Maranello Concessionaires teams, the latter who he drove for at Le Mans. Driven by him in the RAC Rally and at Goodwood, Snetterton, and various hill climb venues, the XK comes with a detailed list of Jack's results for 1954. 'DVV 200' is mentioned and pictured in Sears' biography, Gentleman Jack, and has appeared in numerous other publications devoted to the marque, including The Jaguar XKs by Paul Skilleter and Original Jaguar XK by Philip Porter.

In the 1970s, 'DVV 200' was bought another notable racing driver and Le Mans competitor, by Peter Sargent and his brother Michael. Michael Sargent did not race the XK but owned it for some 20-plus years. Subsequently 'DVV 200' had one owner – Brian Perring, who acquired the car in 2000 – before passing to the current vendor in 2003, so has been sold only twice in the last 40-plus years.

While in the vendor's care, the XK has benefited from over £30,000 spent on the mechanical recommissioning engine over the last 12 months with renowned marque specialists CKL Developments Ltd. Noteworthy features include 2" sand-cast SU carburetors, D-Type cams, and 9.1 compression ratio a high-torque starter motor. The original Moss gearbox and drum brakes are retained, as is the original 'sprint' rear axle (a standard (rebuilt) rear axle is also included in the sale). Accompanying documentation includes an old-style logbook, sundry invoices dating back to the 1970's, a Heritage Certificate, MoT history, a V5C Registration Certificate, current FIA papers, and numerous period photographs, some signed by Jack Sears.

'DVV 200' Raced in the Fordwater Trophy event at the Goodwood Revival in 2018 and is surely going to be a welcome invitee in the future.
£150,000 - 200,000
£160,000 - 220,000

248

Property of a deceased's estate

1929 BENTLEY 4½-LITRE TOURER

Coachwork by R Harrison & Son

Registration no. GU 9000

Chassis no. NX3468

- *A completely matching-numbers example*
- *Known ownership history*
- *Engine overhauled by Hoffman & Mountford in the late 1960s*
- *Present ownership since 1993*
- *Preceding ownership 1959-1993*



'NX3468' pressing on during the Bentley Drivers Club Eastbourne Rally in 1952. Over half a century later the Bentley retains all its original major components. © W O Bentley Memorial Foundation



W O Bentley proudly debuted 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. In only mildly developed form, this was the model which 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). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-Litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar

four-valves-per-cylinder fixed-'head architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's *Grand Prix d'Endurance* at the Sarthe circuit.

The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.

The 4½-Litre was produced for four years, all but nine of the 665 cars being built on the 3-Litre's 'Long Standard', 10' 10½"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.





A remarkably original example, chassis number 'NX3468' retains its original two-seat tourer coachwork by R Harrison & Son of Stanhope Street, London together with its original registration mark, 'GU 9000'. All the numbers have been checked and everything matches: chassis, engine, SU carburettors, front axle, steering box, C-Type gearbox - even the sump number is in the correct sequence. (The car is expected to possess a Hay Report by time of sale.)

The Bentley's first owner was Mrs Eileen Mary Marshall of Buckingham Gate, London SW1, daughter of Albert Jacob, a director of the eponymous Liverpool-based biscuit manufacturer and MP for East Toxteth. He died in February 1929, two months before the Bentley's delivery to his daughter. Bentley Motors' service records show that Mrs Marshall drove the '4½' extensively during the ten years she owned it, and the sight of a woman at the wheel such an imposing motor car must have caused quite a stir in 1930s London.

Between 1929 and 1938, 'GU 9000' was maintained by Bentley Motors, and in 1939 the car was sold to Mr E Bird in Kent. Various logbooks trace the owners during the post-war period, showing the Bentley spent time in Upper Richmond and Queens Club Gardens. It later moved to Oxford and then, in 1947, to West Bromwich, remaining with that owner until 1959 when it bought by the immediately preceding owner.

When acquired by the latter in 1959, the Bentley was finished in cream over black; this was not to the new owner's taste so the car was repainted in its present blue over black livery. The rear dickey seat had already been modified (it is believed in the 1950s) and turned into a more conventional boot, opening from the rear, while 18" wheels were fitted in the 1960s. During the next 34 years, the Bentley provided its owner with virtually trouble free motoring, and in the late 1960s Hoffman & Mountford carried out a major overhaul of the engine.

Around 1983, the Bentley and its owner moved to Guernsey where 'GU 9000' was used regularly. No major restoration was required and so the car acquired a fine patina of age, the original brown leather interior being particularly delightful. A new tonneau was made in the early 1990s, while other noteworthy features include an overdrive; Lucas headlights and sidelights; additional (later) spotlights; twin running board-mounted spare wheels; and a Raydoyt searchlight.

Acquired by the late owner in 1993, 'GU 9000' remains extremely unspoilt and original. It is a jewel of a car, worthy of inclusion as the centrepiece of any significant private collection.

£480,000 - 600,000
€520,000 - 660,000

249

1960 JAGUAR XK150 3.8-LITRE 'S' COUPÉ

Registration no. 5552 PX

Chassis no. T825242DN

- One of only 115 right-hand drive models
- Delivered new in the UK
- Overdrive transmission
- Believed genuine circa 51,000 miles recorded



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The Autocar*.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150 'S'. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.



In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. Standard (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

The car we offer is one of only 115 right-hand drive 3.8-litre 'S' coupés made and thus is one of the rarest of all XK150 variants. In his book 'Jaguar XK140/150 In Detail', former Jaguar Daimler Heritage Trust archivist, Anders Ditlev Clausager lists all the XK150 3.8-litre 'S' chassis, this example being the 79th RHD FHC made.

We are advised by the vendor that the car is totally correct, finished in its original colour scheme of Sherwood Green with Biscuit interior, and retains its original engine (number 'VAS1191-9'). Chassis number 'T825242DN' was first registered 5552 PX in May 1960 through the dealership Fields Engineering in Crawley, Sussex to a Mr Oxley. The car remained in the UK for most of its early years, carrying two further private registrations, but for the last two decades or so has resided in Austria. While there it formed part of a private collection and spent most of its life in a small museum. The mileage indicated is some 51,000, and while this figure correct cannot be verified it is believed to be correct.

We are advised that no changes or modifications have been undertaken to the car apart from discreetly placed tow hooks front and rear; a very well engineered anti-bump arrangement to the rear suspension; seat belt fittings; and a 'Halda' type cable drive mechanism fed to the cockpit. The car is described as in excellent condition, with flat side panels and quite remarkable door shuts, often a feature that disappoints with so many XK 150s. The boot area is in mint condition, the engine bay presents very well, the interior is very smart and the underside is fully Waxoyled. The car has been fitted with a new set of 72-spoke chrome wire wheels shod with new Blockley radial tyres.

This is a car ready to be used immediately, and with race preparation would not disappoint as a rally, track day, or race-car. Very rare in right-hand drive form, this unmolested, full matching numbers XK150 3.8-litre 'S' is worthy of the closest inspection.

£130,000 - 170,000
€140,000 - 190,000

250

1964 BENTLEY S3 CONTINENTAL

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. EBY 187B

Chassis no. BC130XC

- *Delivered new in the UK*
- *Present ownership since 1988*
- *Circa 20,000 miles covered since acquisition*
- *Very tidily presented*





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 Continental - now bodied by the merged firm of H J Mulliner, Park Ward - were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet. These 'Chinese Eye' models constituted the majority of coachbuilt Rolls-Royce and Bentley variants completed between 1962 and 1966. 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%. Chassis 'BC10XD' was delivered new to S S Myers Esq of Surrey, passing to its second owner, The Early of Chichester, in February 1972. Seven further owners are known, all in the UK including the current titled vendor, who acquired the Bentley in March 2008. Finished in blue with ivory/cream leather interior, this is a lovely, original and unmolested car with a detailed UK history. A copy of the factory build sheet is available and the car also comes with a V5C Registration Certificate.

£160,000 - 180,000
€170,000 - 200,000

251

1972 LOTUS ELAN SPRINT DROPHEAD COUPÉ

Registration no. TGC 497L

Chassis no. 7109210 484G (see text)

- *Three owners from new*
- *Replacement chassis*
- *Present ownership since 2004*
- *Full service history*



The Sprint was the final version of the original Lotus Elan, being marketed between 1971 and 1973, following the Series 1, 2, 3 and 4. The main difference from the S4 was the Sprint's more powerful version of the Lotus twin-cam engine, developing 135bhp, while Weber carburettors (subsequently Dell'Orto) replaced the S4's Strombergs. The present owner of this car previously owned an Elan S4 and testifies that the Dell'Orto carburettors, fitted to this example, are better at remaining in tune. Produced in limited numbers, the Sprint is now one of the most sought-after Elan types.

This right-hand drive car is the desirable drophead coupé model, finished in its original Lotus Yellow-on-white livery. There have been only three owners, all of them resident in southern England. In 2004 the present owner bought the car from the second, and he has always garaged it in Kent. At time of writing the odometer reading was 63,780 miles.

In common with many Elans, this one was built from a kit by its first owner in order to avoid Purchase Tax. In 1984, at an odometer reading of 51,975 miles, a new chassis was fitted by Christopher Neil Sport Cars. At 58,515 miles, the cylinder head was stripped and the valves re-sealed. Items renewed subsequently have included the dynamo, water pump, tyres (2016), master cylinder, brake pads, Rotaflex couplings, Spax dampers, timing chain and cover, while the radiator and brake servo have been overhauled. The car is supplied with a tonneau cover commissioned by the present owner.

The vendor advises us that the car is in good mechanical condition, with a current MoT, while the overall condition, including the folding fabric top, is said to be good considering it has never, to the present owner's knowledge, been re-sprayed. There is comprehensive service history.

Adequately powerful, light in weight, and endowed with exceptional roadholding and handling, the Elan could out-perform any of its contemporaries on all but the longest and straightest of roads. It is also surprisingly practical, being able to accommodate, in this case, the 6' 3" owner while affording a decent amount of luggage space in the boot and behind the passenger seat, allowing for long weekend travel.

£28,000 - 34,000

€30,000 - 36,000

252

1956 AUSTIN-HEALEY 100 BN2 'LE MANS SPEC' ROADSTER

Registration no. YYJ 398
Chassis no. BN2-L/230924

- *Delivered new to the USA*
- *In-period competition history*
- *Upgraded to 100M Le Mans spec and converted from left- to right-hand drive*
- *Repainted in 2008*
- *Engine and gearbox professionally rebuilt 8,000 miles ago*



A BN2 model, chassis number '230924' comes with a BMIHT certificate confirming that it was built in left-hand drive configuration and exported new to the USA. A laminated windscreen and a heater are listed under details of factory equipment, while the original colour scheme was Ivory White with black interior and matching hood. '230924' is on the American 100 M Le Mans Register as a later-converted car (rather than a factory-built 100 M).

In 1992 the Healey returned to the UK and has had four owners in this country, including the current vendor. All four are listed in the accompanying FIVA ID Card, which also states that this car raced at the Santa Barbara Road Races in 1959 and 1960, and at the Pomona Road Races in March 1960. It is probable that the car was converted from left- to right-hand drive shortly after its return to this country.

Boasting an all-aluminium body, '230924' has all the correct 100 M parts. These include the louvred bonnet, cold air box, and an anti-roll bar, the latter being a thicker-than-standard Denis Welch component. Rebuilt to full 100 M specification by Denis Welch Motorsport some 8,000 miles ago, the engine features a Denis Welch aluminium cylinder head and a spin-on oil filter conversion. The gearbox was rebuilt at the same time.

The current vendor has known and looked after this car for the last 20 years, and has been its owner since 2013. The front cross-member has been replaced and in 2008 the car was repainted to a very high standard, the finish still looking good today. Ziebart rust protection is visible in the engine bay and on structural parts. Believed re-trimmed in the 1990s, the interior is now nicely patinated. Accompanying documentation includes sundry bills, a V5C Registration Certificate, MoT to August 2020, and the aforementioned FIVA card and BMIHT certificate.

In 2016 this car came 2nd in the Austin-Healey Club National Concours, only losing out to the Earls Court Motor Show car. *Classic & Sports Car* featured the Healey in its August 2018 edition and were suitably impressed: "It starts instantly with no mechanical clatter and drives really well, the steering fluid and with no 'stiction'. Overdrive clicks in and out smartly, and the brakes are firm and straight. Oil pressure is 50psi when running and 40psi at tickover, with temperature at 160°F."

£55,000 - 65,000
£60,000 - 71,000

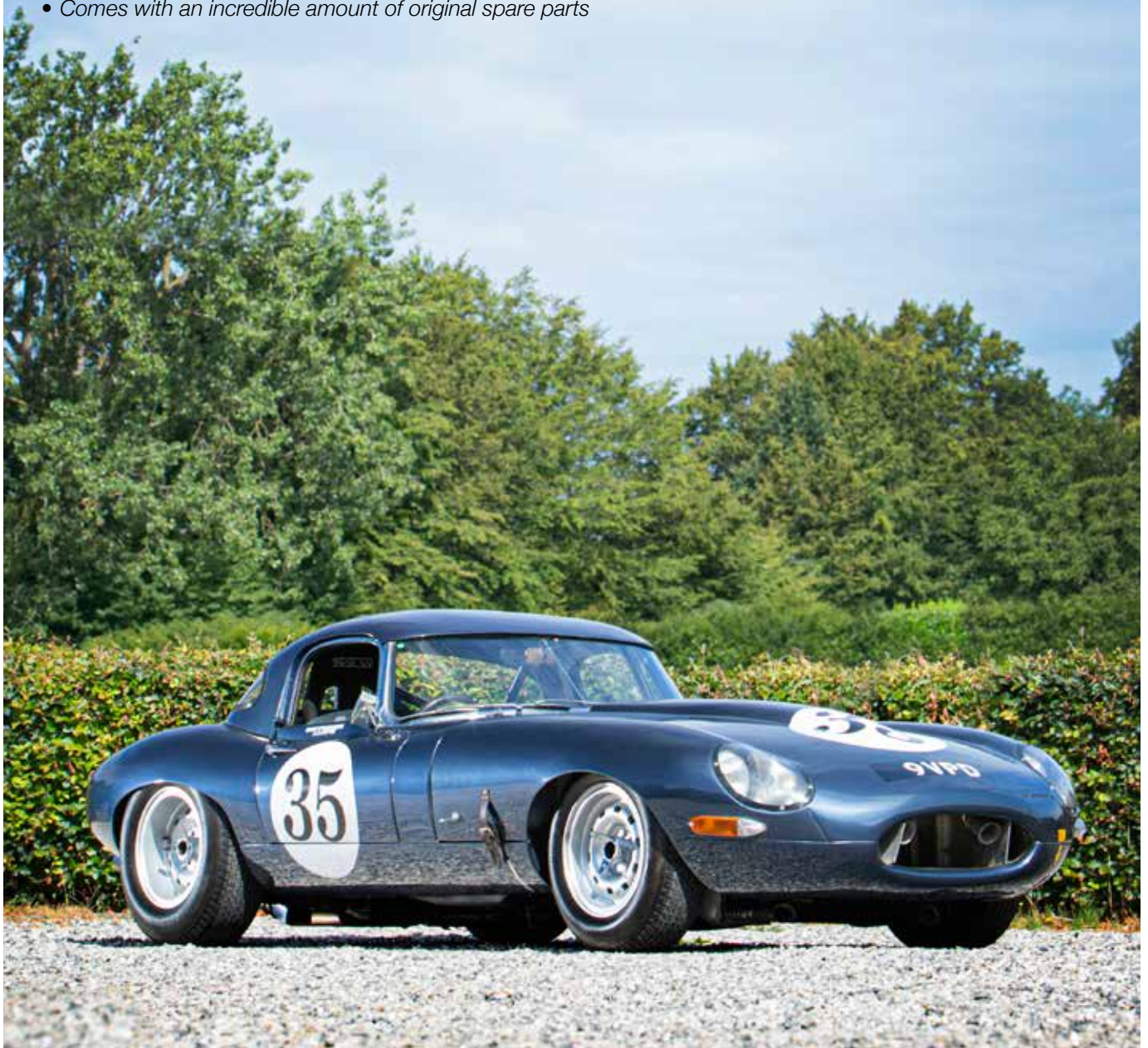
253

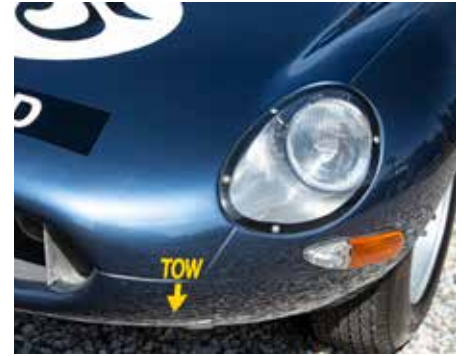
1961 JAGUAR E-TYPE SEMI-LIGHTWEIGHT COMPETITION ROADSTER WITH HARDTOP

Registration no. 9 VPD

Chassis no. 850007

- *One of seven 'Project ZP537/24' cars (the very first competition E-Types)*
- *The fourth oldest E-Type roadster surviving*
- *Supplied new to John Coombs and sister car to '4 WPD' (the first Lightweight E-Type)*
- *Coombs' spare car and demonstrator*
- *In-period competition history (1961)*
- *Restored to a highly competitive Semi-Lightweight specification*
- *Well known and extensively raced in the last 15 years in major events: Le Mans, Spa, Goodwood, etc*
- *Comes with an incredible amount of original spare parts*





'The career of the E-Type Jaguar in competition was an honourable one – although designed purely for road use, it proved to be one of the few cars able to offer a credible challenge to the mighty GTO Ferrari.' – Paul Skilleter, *Jaguar The Sporting Heritage*.

Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

Entered by Jaguar dealer John Coombs, Hill's car was one of seven special competition E-Types, the very first of their kind built by the factory. Jaguar's designer, Claude Bailey, had initiated 'Project Specification ZP 537/24', the title of which was 'Variations Required To Build 7 Competition E-Type Cars'. The suggested modifications were in fact relatively mild, including an increased compression ratio; polished con-rods; gas-flowed cylinder head and inlet manifold; lightened flywheel; and the provision of a close-ratio gearbox. The fortunate few earmarked for this inaugural septet of racing E-Types were those who had already successfully waved the Jaguar flag on track: John Coombs, Tommy Sopwith, Ecurie Écosse, Peter Berry, and Sir Gawaine Baillie. Ultimately, Coombs, Sopwith and Berry were granted two each and Baillie one.

Coombs' first competition E-Type, chassis '850006', carried the company's well known registration 'BUY 1' in its first year but by the following season its identity had been changed to '4 WPD'. It was this car that went on to become the prototype Lightweight E-Type and arguably the most important competition example of the model.

Coombs' second car - chassis '850007', the seventh right-hand drive roadster built - was completed on 29th March 1961 and despatched to Henlys of London on 20th July of that year. From there the E-Type was transferred four months later to Coombs of Guildford with the registration '9 VPD'. It effectively served as a spare for the team and, other than reputedly being entrusted to Graham Hill during testing at Goodwood, was not called into action until the Scott-Brown Memorial Trophy meeting at Snetterton on 23rd July 1961.

Albert Powell had been due to pilot one of Peter Berry's competition E-Types (chassis '850010', registration '3 BXV') before the car suffered a broken wishbone in practice, whereupon Coombs kindly loaned him '9 VPD'. According to *Autosport*, Powell ran as high as 4th before dropping back, eventually retiring when a broken fan belt led to overheating. No fewer than five of the seven 'ZP 537/24' cars were in action that day, including chassis '850005' ('ECD 400') and '850006' ('BUY 1') although that car did not carry registration plates at that meeting for some reason. The pair finished in 1st and 2nd places respectively. As far as its in-period competition history is concerned, little more is known of '850007' other than it definitely led a much quieter life than '4 WPD'.



Sold off into private hands, '9 VPD' was purchased by the preceding owner in July 2002 in an extremely dilapidated but original state, having been left in the open in Scotland for some 15 years. Jaguar Driver magazine reported that the E-Type had been off the road since 1973. Apparently, it was while north of the border that the E-Type was repainted red and acquired the Scottish registration '532 FS'. Acutely conscious of the Jaguar's historical significance, the owner entrusted it to marque specialists Beacon Hill Garage of Hindhead, Surrey with instructions to restore it as an FIA-compliant racer while preserving as many of the original components as possible.

Major parts of the original tub (body number 'R1017'), including the front and rear bulkheads and spine, were employed in its reconstruction in steel, while the outer body panels were replaced with 'Lightweight' specification aluminium equivalents. All parts deemed surplus to the restoration have been preserved for posterity, including the original cylinder head, crankshaft, con rods, close-ratio gearbox, 'outside lock' bonnet, boot lid, doors, seats, hardtop, and hood frame. The vendor even managed to recover the original registration, which had found its way onto a Range Rover in Scotland.

Repainted in its original livery of Opalescent Dark Blue, the reborn '9 VPD' returned to the track in time for the July 2005 Silverstone Classic Festival, and later that year finished 4th overall in the Gentleman Drivers' two-hour race at Spa in the hands of Steve Markey and Austin Kinsella. It was 4th in the 2006 Le Mans Classic (behind two Ford GT40s and an AC Cobra) and 3rd overall and 1st-in-class in the Spa 6 Hours that same year, with former Le Mans winner Richard Attwood joining Steve Markey and Radical ace Austin Kinsella behind the wheel.

It was the first Jaguar home and 3rd-in-class in the 2007 Le Mans Legends race, the year in which '9 VPD' also made its Goodwood Revival debut, with rally legend Rauno Aaltonen co-driving alongside Steve Markey. Now a regular contender in the Goodwood Revival, Le Mans Classic, and Spa meetings, '850007' boasts a list of helmsmen that also includes Emanuele Pirro, Marc Gené, and Tony Jardine. In 2011 renowned marque specialists Rob Beere Racing supplied a new 3.8-litre engine, and carried out further works on the cylinder block and heads in 2015.





This car's fascinating history is outlined in a detailed illustrated report, compiled by Gaëtan Van der Kindere and Stéphane Meremans of British & Sportscars, which prospective purchasers are urged to read. This report illustrates the car's BMIHT Certificate; an old-style continuation logbook (issued 1969); in-period press cuttings; MSA Historic Technical Passport; old/current V5C Registration Certificates; and numerous photographs of the E-Type 'as found' and undergoing restoration. It also contains photographs and a detailed list of the vast quantity of original parts included in the sale, while the original documentation is contained within various box files and folders.

Beautifully presented and 'on the button', this highly significant and beautifully restored racing E-Type is ready for the fortunate next owner to enjoy.

£600,000 - 750,000

€650,000 - 820,000



1
1961 Raced at Scott-Brown Trophy Meeting, Snetterton, Peter Berry, DNF Credit: Autosport

2
Spare parts (part lot)



2

1990 FERRARI TESTAROSSA COUPÉ

Registration no. ENZ 210

Chassis no. ZFFAA17B000087522

- 20th Century automotive style icon
- Imported from Italy
- One UK owner
- Circa 16,500 miles from new
- Comprehensive history



Ferrari's flagship model, the Testarossa revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine; the latter now boasting a maximum power output raised to 390bhp courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. The Testarossa managed to combine high downforce with a low co-efficient of drag, its body being notable for the absence of extraneous spoilers and other devices. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel, and plentiful leather.

This exceptional left-hand drive Testarossa was first registered in Italy on 7th December 1990 and spent the next 25 years in its home country. Personally selected from the best Italy had to offer, it was purchased from Autoluce in Modena in 2015 and since then has had only one owner in the UK.

Prior to delivery to the UK, the Testarossa was treated to an extensive pre-sale overhaul by renowned Ferrari Specialists, Autofficia Bonin Carlo Srl of Regio Emilia at a cost of €16,798 (bill on file). This included the obligatory replacement of cam belts, etc and is supported by detailed invoices. During its UK ownership the car has been maintained regardless of cost by Ferrari specialists Barkaways (bills available). Further enhancements include a set of four new tyres and new UK-specification headlights (originals with car).

Finished in the classic combination of Rosso Corsa with Crema hide interior, the latter featuring excellent tan carpets and a brown leather dashboard and centre console, this extremely well cared-for Testarossa has covered only 16,500 miles from new. A 'Series 2' model to standard specification, the car boasts twin mirrors and immaculate five-bolt wheels, and retains its factory-original exhaust system.

The car comes with a full set of owner's manuals, stamped service book, leather wallet, two keys, jack, tool kit (unused), spare wheel, bulb holder set, and a rarely seen pair of glass-etching cards. Substantiating this Testarossa's history and provenance, the necessary invoices and paperwork from its time in Italy are present and the car also comes with a V5C Registration Certificate and MoT to 28th June 2020. The cherished registration 'ENZ 210' is included in the sale.

£60,000 - 90,000
€65,000 - 98,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

255

1952 BENTLEY MARK VI 4½-LITRE SPORTS

Coachwork by Charles Palmer

Registration no. LTD 230

Chassis no. B239NY

- *Converted by Classic Restorations
Completed circa 2012*
- *Restoration invoices available*
- *Overdrive transmission*
- *Well maintained and most useable example*



In the absence of anything remotely resembling its Vintage-era touring models from the post-war Bentley range, enthusiasts with a yen for stripped-down, wind-in-the-hair excitement had little choice but to opt for a conversion. A number of specialist coachbuilders offered variations on the theme, and this particular Mark VI has an open two-seater lightweight body, with twin aero screens, in the style of a Brooklands racer.

The body was built by Charles Palmer (Classic Restorations of Alyth) in 2010, while the original walnut dashboard and instruments have been retained. In addition to fabricating the new coachwork, which incorporates a Harry Rose tub, the team at Classic Restorations removed the cruciform bracing and 12" from the mid chassis. They also lowered the suspension by 1½", fitted modern shock absorbers at the rear, and added an overdrive for more relaxed 'long legged' cruising in top gear.

The paintwork is flawless deep blue complemented by black fenders, black leather seats, and Wilton carpets. A full (split) tonneau cover provides protection for the cockpit when the occupants are away from the car, while allowing the passenger side to remain covered when driving solo. A useful luggage box sits in front of the fuel tank. We are advised by the vendor that 'LTD 230' is a joy to drive, with feather-light steering, huge torque, and remarkable acceleration. Offered with history file, restoration bills, and a V5C.

£40,000 - 50,000

€43,000 - 54,000

256

1950 HEALEY SILVERSTONE JAGUAR COMPETITION ROADSTER

Registration no. GAY 473
Chassis no. D48

- One of only 51 D-Type Silverstones made
- In-period competition history
- Restored in the late 1990s
- Present ownership since 2012
- Maintained with no expense spared



David Boston warming up 'D48' before the start of the 1952 Goodwood 9-Hour race (Image part of lot)

This well-known Silverstone started life as a standard Riley-engined D-Type originally registered to Harry Mark Walker of Leicester on 17th April 1950. The car was raced extensively in this form in the early 1950s by owners D S Boston and W E J Allen, competing at venues such as Goodwood, Silverstone and Snetterton (see photograph and results file).

In September 1959 it was bought by Alan J Hancock, a director of the then well-known classic car dealers Simmons of Mayfair, who set about trying to unleash the chassis' inherent potential and installed a six-cylinder Jaguar XK engine, Moss four-speed gearbox and De Dion-type rear axle in the two years that he owned the car.

Its next owner, Martin Bothwick Ashby of Alford, Surrey, sold the Healey to motor racing photographer Guy Griffiths in September 1964, and a process of refinement began in an effort to make this interesting hybrid truly competitive for sprint and hill climb events.

Thanks to his friendship with Jaguar's Lofty England, Guy Griffiths was able to buy used and thus surplus-to-requirements components from works Jaguar engines, and the power of the three-carburettor 3.8-litre unit was thus considerably increased. This exposed inherent weaknesses in the De Dion rear end, which proved unable to cope with the additional power. A second-hand disc-braked Jaguar Mk2 rear axle assembly was bought from A B Price Ltd, enabling the car to go faster and stop quicker at the same time.

Guy and his daughter Penny Griffiths (Woodley) raced, sprinted and hill-climbed the Silverstone through the 1960s (see photo and results file). The car's last recorded competition was in 1970, after which it retired to the Griffiths-Woodley Collection, remained there until it was sold at Brooks' auction in the National History Museum in December 1995 (Lot 764). In February 1997 Mike Hawley bought the car (from Jeremy Wade) and embarked on a programme of continuous and sympathetic restoration and race preparation (see invoice files).

The Healey is once again a seriously fast and competitive sports-racer, prepared by McClurg Motorsport and registered with the VSCC, with which Mike competed regularly every year from 1997 onwards (see photograph and results file). It is a particular favourite at the famous Shelsley Walsh hill climb (best time 37.2 seconds), where it performed many times during its early competition career, some 50 years ago. Other noteworthy 'bests' include the Prescott long course at 54.28 seconds, Curborough at 39.18 and the Brighton Speed Trials at 14.96. The present owner purchased the Silverstone at Bonhams' Goodwood Revival sale in September 2012 (Lot 116).

In its current specification the 3.8-litre Jaguar engine produces approximately 275bhp (see test sheet), which is transmitted via a five-speed gearbox to a limited-slip differential with racing half-shafts. The 16" wheels are shod with Blockley tyres: 6.00 front and 6.50 rear. Weight is 995kg (2,189lb).



Works undertaken have included fitting a new radiator and oil cooler (1998) and a new exhaust system (1999); a full engine rebuild (2000); replacing the hoses, pipes and wheel bearings (2001); fitting new Jaguar wheels and overhauling the brakes (2002); a major winter overhaul (2003); installing Weber carburetors and manifold (2006); fitting five Lister Jaguar wheels and Blockley tyres (2008); a full engine rebuild, fitting a five-speed gearbox, new clutch and a full re-wire (2009); and rebuilding the rear axle, differential, drive shafts and rear suspension (2010). In 2011 both rear wings were rebuilt and refurbished; an in-car fire extinguishing system installed; a new brake master cylinder and two racing drive-shafts fitted; and the differential checked.

Accompanying documentation, of which there is a most substantial quantity, is contained within three files of photographs, race programmes and results sheets, and two files of invoices dating back to 1997. In addition, 'GAY 473' comes with an old-style logbook, UK V5C registration document, and VSCC certificate for invited 1950s sports-racing cars. Spare parts offered with car include a four-speed Moss gearbox, inlet manifold complete with three SU carburetors, two front suspension units, new front road wheels and tyres, and one old original road wheel (to fit in boot recess if required).

The car has been used regularly by the vendor and appears to be running well in all departments. The owner describes the car as 'good' in all respects, with well-patinated bodywork and no known accidents. Invoices totalling €13,703.00 are available for the following maintenance and repairs carried out since 2012:

Aluminium fuel tank replaced; Valves and Weber carburetors adjusted
Main battery and dynamo/generator replaced; Tail section cover fabricated and replaced; Heat insulation replaced on body and exhaust system; Front and rear brake pads replaced; New engine core plugs fitted; Electric cooling fan fitted; Engine oil cooler renewed; Fire extinguishing system plus emergency isolator switch rebuilt

In their 1950s heyday, the Healey Silverstones were track rivals of the XK Jaguars; by combining the outstanding merits of the two marques - Jaguar power and Healey roadholding - this well-sorted historic racer affords the prospect of exciting competition for the fortunate new owner.

€140,000 - 180,000

€150,000 - 200,000

257

1965 WOLVERINE LD65 CHEVROLET GROUP 7 CANAM SPORTS-RACING PROTOTYPE

Chassis no. LD65-01

- Unique US-built CanAm car
- In-period competition history
- Current FIA HTP
- Current ownership since circa 2010
- Restored since acquisition



Jerry Hansen, Mid Ohio 28th August 1966 (image part of lot)

A successful businessman and accomplished privateer racer, Jerry Hansen approached General Motors engineers Lee Dykstra and George Anderson in 1965 and asked them to design a mid-engined sports car for him that would be suitable for the forthcoming CanAm series. The result was the Wolverine. Three cars were planned to spread costs, but in the event only one was completed.

Dykstra designed a tubular steel spaceframe chassis, reinforced by stressed aluminium honeycomb sheets in a form of semi-monocoque construction, a not uncommon practice at the time. Suspension at the front was by double wishbones, while the rear consisted of reversed lower wishbones, top links and twin radius arms, an arrangement pretty much state-of-the-art for the period. Originally intended for the Corvette Grand Sport, the Wolverine's wheels were cast magnesium.

For most of the nascent CanAm sports-racers, Chevrolet's excellent small-block V8 was the power unit of choice, and thus it was for the Wolverine, in which the engine was mated to a four-speed (no reverse) McKee transaxle. Stylist George Anderson was responsible for the new sports racer's barchetta body, which was fabricated in aluminium sheet using a wooden buck (the rear end is now made of glassfibre). Anderson's design featured relatively long, pointed front wings - said by some to resemble the claws of a Wolverine and earning the car its name. The completed car tipped the scales at around 750kg (1,650lb).



Built by Dykstra and Anderson during evenings and weekends, the Wolverine LD65 was entered by Hansen in the very first Can-Am race, held at the St Jovite circuit at Mont Tremblant, Canada on 11th September 1966. Faced with strong opposition from the latest Lolas and McLarens, Hansen qualified 25th and eventually finished in 20th place. Prior to that, Hansen had entered the Wolverine in two events in June '66 but the car did not actually make its competition debut until 3rd July when Hansen drove it to a debut win at the SCCA's Greenwood meeting. The car's next outing was at Mid Ohio on 28th August 1966, resulting in a DNF. Disappointed with the St Jovite result, Hansen did not race the Wolverine again after that.

Having acquired a McLaren for 1967, Hansen set the Wolverine aside. In 1968, the car was acquired by Frank Opalka and on 28th July of that year was raced by him at the Road America 500 Miles (DNF). The following year, the Wolverine passed to James Place. Records show that Place entered the car in three events in 1969/1970, though it failed to start in any of them. For 1971 Place acquired a Lola T160.

The current vendor acquired the Wolverine, completely dismantled and contained in 20 boxes and bundles of parts, circa 2010. He then had it shipped to his home in Denmark where a very thorough assembly and preparation for racing, with the main emphases on originality, took place. Eventually the Wolverine was got running again and the vendor has competed with it twice at the Goodwood Revival Meeting. More recently, in 2016, the car was shipped back to the USA where it was displayed at the Rolex Monterey Motorsports Reunion at Laguna Seca. Only three races have been competed since the engine was rebuilt by Ted Wenz (Savannah Race Engineering) and the transmission overhauled by McKee. Offered with current FIA HTP, 'LD65-01' represents a wonderful opportunity to acquire a unique CanAm sports-racer with in-period competition history. The original drawings signed by George Andersen supplied with the car.

£80,000 - 90,000
€87,000 - 98,000

THE PETER PHILLIPS COLLECTION





PETER PHILLIPS (1950 - 2018)

Peter was born in London in 1950, the only son of parents Stanley and Irene Phillips. He was educated at Worksop College, leaving at age 16 to try his hand in industry. After a period working in America and then in London, Peter began working for his father's shoe manufacturing company, Morris Shoes Limited, in Leicestershire. Peter's career in the footwear trade took off from that point, eventually leading him to purchase, build up and subsequently sell on the renowned shoe retailer, Jones Bootmaker, not once but twice.

Peter's father Stanley, an avid car enthusiast, had been known to leave for work in one car only to return in another, having seen a fantastic deal he simply couldn't pass up! His love of cars passed to his son, who in particular had a great adoration for Aston Martins. Peter's early collection included a V8 Vantage Volante to 'Prince of Wales' specification and two V8 Zagatos: one hardtop and one convertible. In later years, regretting his sale in particular of the Vantage Volante, he sought to rebuild his collection with the acquisition of the Aston Martins in the collection today. He was particularly proud of the DB6 and had a soft spot for the DB5 as he was a huge James Bond fan. Not content with just collecting the cars, Peter's custom-made car storage barn was adorned with the original Aston Martin signage from the factory at Newport Pagnell.

The oldest car in the collection, the Rolls-Royce Alpine Eagle, was owned by Peter for over three decades. From British car shows in the 1990s, to Pebble Beach, to occupying pride of place at his daughter's wedding, the Rolls-Royce provided a backdrop to Phillips family photographs for years.

While Peter could often be found whiling away the hours in his car barn, he also enjoyed active pursuits with his cars. His favourite annual trips were a rally with friends through the Black Forest – the Aston Martin V8 Volante usually being his car of choice - and attending the Goodwood Revival Meeting in his Jaguar XK140. He would come back with notable stories and great memories, and be raring to go again the following year.

Sadly, in 2016 at the age of 66, Peter was diagnosed with idiopathic pulmonary fibrosis, an incurable lung condition. Peter courageously fought the disease but unfortunately lost his battle on 7th February 2018 at the age of 67. Peter was a major supporter of the British Lung Foundation, raising awareness and making contributions in order to aid research in the hope that in future, progress can be made to cure others in his position. He is greatly missed by his mother Irene, sister Susan, wife Kathryn and children Sam, Lauren, Caroline and Daniel.

1974 JENSEN INTERCEPTOR SERIES III SPORTS SALOON

Registration no. VHW 610N

Chassis no. 9710

- *Styled by Carrozzeria Vignale*
- *Automatic transmission*
- *Purchased by Peter Phillips in 2014*
- *Maintained by Stratton Motor Company*



Brothers Alan and Richard Jensen first became involved with car design and construction in 1925 when their efforts to improve on the styling and performance of an Austin Seven Chummy attracted much favourable attention. A few Jensen-bodied Fords were produced in the mid-1930s before a more serious manufacturing effort commenced in 1938. Post-WW2 Jensen kept afloat by producing bodies for other manufacturers, most notably Austin-Healey, while producing its own stylish GTs in limited numbers. It was not until the Interceptor's arrival in 1967 that cars began to leave the West Bromwich factory in large numbers.

With the Interceptor's introduction Jensen switched from glassfibre to steel for its car bodies, though 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. Four-wheel servo-assisted Dunlop discs looked after the braking while the ride quality could be varied by the Armstrong Selectaride dampers' dashboard control.

Leather upholstery, reclining front seats, and walnut veneer trim were all standard features of this Vignale-styled Anglo-American GT, 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 October 1971, came with a 7.2-litre engine, better seats, central locking, and GKN alloy wheels. By the time the final J-series came along, air conditioning and Sundym glass had been standardised on UK-market right-hand drive cars.

Peter Phillips bought this Series III Interceptor from Stratton Motor Company in January 2014 and over the next couple of years spent around £20,000 on general servicing and extensive refurbishment (bills on file). Although not used for the last 18 months, the Jensen has nevertheless been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips. This exciting Anglo-America *Gran Turismo* is offered with an instruction book, a V5C Registration Certificate (in the previous keeper's name) and the aforementioned bills.

£20,000 - 30,000
€22,000 - 33,000

259

2015 RANGE ROVER SDV8 AUTOBIOGRAPHY 4X4 ESTATE

Registration no. to be advised

Chassis no. SALGA2JE0FA211972

- 4.4-litre V8 diesel engine
- Eight-speed automatic transmission
- Purchased by Peter Phillips in March 2016
- Full Land Rover service history
- Last serviced February 2019 at 44,651 miles



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8.

The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph (145km/h) and a greater off-road capability than most of its customers would ever need. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new P38A version.

Offered here is a pristine example of the current fourth generation, introduced in 2012. A top-of-the-range Autobiography model, it is powered by the 4.4-litre V8 diesel engine production 339PS (334bhp). Noteworthy features include 21" alloy wheels, LED headlights, automatic four-zone climate control, perforated semi-aniline heated/cooled seats, Meridian surround sound system, and four separate cameras delivering 360-degree vision. Peter Phillips (its second owner) purchased the car from Guy Salmon Land Rover in March 2016 for £84,271 (purchase invoice on file). The accompanying service history printout lists five services, the most recent dated 20th February 2019 at 44,651 miles. The related bill is on file and the car also comes with a current V5C Registration Certificate and MoT to 12th March 2020.

£30,000 - 50,000
€33,000 - 55,000

260

1968 ASTON MARTIN DBS VANTAGE SPORTS SALOON

Registration no. OEL 565G
Chassis no. DBS/5148/R

- 'On Her Majesty's Secret Service' 007 replica
- Restored by Aston Martin Works Service in 2008
- Purchased in 2011
- Serviced by Stratton Motor Company



Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. This well proven engine was available in standard tune, producing 282bhp, or to Vantage specification with triple Weber 45DCOE carburettors, special camshafts and a higher compression ratio, in which form its maximum was raised to 325bhp. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, Autocar magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time".

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.



"Turning to matters other than performance, we really were most tremendously impressed by the DBS," enthused *Car* magazine. "The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout."

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

Finished in the same colour scheme as the Lazenby DBS – Olive with black leather interior – this example benefits from a most extensive (though not 'body off') restoration completed by Works Service in December 2008 at a cost of £190,400 (see detailed invoice on file). Works carried out include rebuilding the engine to 'unleaded' compatibility; fitting new Weber carburettors; replacing the automatic transmission with a five-speed manual gearbox to original specification; stripping bare, repairing and repainting the body; and re-trimming the interior. 'OEL 565G' remained in storage at Works Service following completion.

When offered for sale at Bonhams' auction of Aston Martin motor cars at Works Service in May 2011, the DBS (Lot 317) was presented in the kind of condition one would expect following such a thorough rebuild by the best-qualified technicians in the field. Purchased there by Stratton Motor Company on Peter Phillips' behalf, the Aston has been serviced regularly by Stratton's since acquisition; not used for the last 18 months, it has nevertheless been started regularly and stored in a modern purpose built car storage barn commissioned by Peter Phillips. Accompanying documentation consists of sundry service invoices, a V5C Registration Certificate, and the aforementioned restoration records.

£90,000 - 130,000
€98,000 - 140,000

261

2010 BENTLEY BROOKLANDS COUPÉ

Registration no. CN59 AUT

Chassis no. SCBCC42M5ACH00552

- Ordered to Peter Phillips' personal specification
- Numerous desirable options
- 7,311 miles from new
- Full Bentley service history



"Big, beautiful, rapid and surprisingly fine-handling; one of the most desirable coupés there is. The Brooklands is Bentley's new flagship coupé, and a deeply impressive, deeply seductive machine it is too." – *Autocar*.

Introduced at the 2007 Geneva Motor Show for the 2008 model year, the 2nd Generation Bentley Brooklands was a fixed-head version of the Bentley Azure Convertible (itself related to the Bentley Arnage). Bentley Motors' owners since 1998, Volkswagen had kept the existing Continental R-based Azure Convertible in production until 2003 but delayed introducing its successor for a further three years.

Production of the new Azure thus began for the 2006 model year. This time the Azure was based on the more modern Arnage platform. The latter had been built in two forms: Green Label (with BMW power) and Red Label with the long-running Rolls-Royce/Bentley 6.75-litre pushrod V8. A legacy of the Rolls-Royce/Bentley takeover battle with BMW, Volkswagen's use of a rival manufacturer's engines could only be a temporary measure, and so future models would use the 'old' Bentley V8, suitably up-rated with twin turbochargers for the new Azure Convertible. As well as the twin turbochargers, replacing the single unit used previously, this venerable engine was extensively reworked, Bentley claiming that more than half the parts were new. In this form it produced 450bhp and 645lb/ft of torque, while a new ZF six-speed automatic transmission fed power to the rear wheels.



"In a word, wonderful," was how *Autocar* magazine greeted the new Azure, which was also reckoned "notably better for the new gearbox. Overall, it's amazing how much difference a decent auto 'box can make."

A two-door, four-seater, pillar-less coupé, the new Brooklands was a hand-assembled car made in limited numbers, employing traditional coachbuilding skills in wood and leather. As such, it was a worthy successor to the glamorous Bentley Continentals of the past. *Autocar's* Steve Sutcliffe was highly impressed: "Before you so much as turn the key or press the starter button it's best to drink in and enjoy what surrounds you in a Brooklands. Which, in a nutshell, is just about the best place to find yourself on four wheels, even by Rolls-Royce or Ferrari standards of interior design."

Production was to be limited to 550 cars, with deliveries commencing in the first half of 2008. Like the contemporary Azure, the Brooklands was powered by the 6.75-litre Bentley L-Series twin-turbocharged V8 engine, in Brooklands specification producing 530bhp at a lowly 4,000rpm with a mighty 774lb/ft of torque available at 3,250 revs. As in the Azure, a ZF six-speed automatic gearbox transmitted power to the rear wheels. Bentley claimed a 0-60mph (0-97km/h) time of 5.0 seconds and a top speed of 183.9mph (296km/h). The list price at launch was £230,000, though customers that chose the optional carbon/ceramic brakes could expect to pay an additional £14,000. *Autocar* concluded its Brooklands test by declaring it to be "the best car Bentley has produced since VW took charge, and no mistake".

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

Finished in Peacock blue with Imperial Blue-piped Cotswold leather interior, this lovely Centenary-model Brooklands was ordered from Bentley Cardiff by Peter Phillips to his personal specification. Noteworthy options include the following:

Bright stainless steel matrix to lower bumper apertures; Flying 'B' radiator mascot; Radiator shell painted, with stainless steel matrix; Burr walnut interior with contemporary cross-banding & inlay to fascia; Veneer cruise control switch surround on steering wheel; Waist rail with contemporary cross-banding & inlay; Naim premium audio; Ultrasonic park distance control front & rear with reversing camera; iPod interface; NavTrak; Mulliner split-rim alloy wheels

The Brooklands was maintained initially by Bentley Cardiff and more recently has been looked after by Bentley Bristol. Fully serviced, the car has covered only 7,311 miles from new and is presented in excellent condition. Accompanying documentation consists of sundry bills, a V5C Registration Certificate, and MoT to 24th October 2019. Although not used for the last 18 or so months, the car has been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips. A wonderful opportunity to own one of these ultimate Bentleys at a fraction of its cost new.

£90,000 - 130,000
€98,000 - 140,000

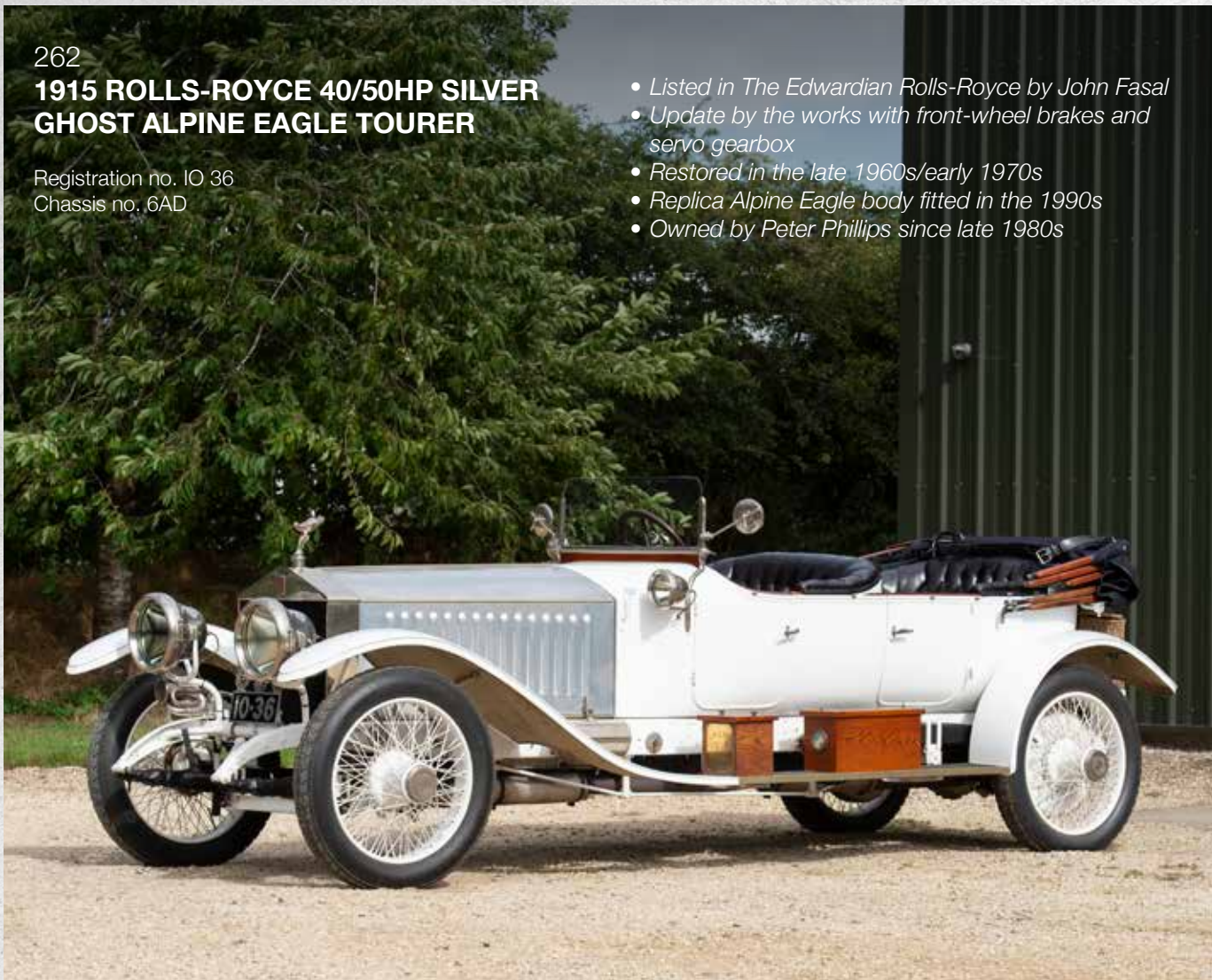
262

**1915 ROLLS-ROYCE 40/50HP SILVER
GHOST ALPINE EAGLE TOURER**

Registration no. IO 36

Chassis no. 6AD

- Listed in *The Edwardian Rolls-Royce* by John Fasal
- Update by the works with front-wheel brakes and servo gearbox
- Restored in the late 1960s/early 1970s
- Replica Alpine Eagle body fitted in the 1990s
- Owned by Peter Phillips since late 1980s





'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *Rolls-Royce, 75 Years of Motoring Excellence*.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the *Pall Mall Gazette* in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed: a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923. After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the 1907 Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.



Rigorous testing continued to be undertaken publicly too in the interests of promoting sales, the next such enterprise being chief test driver Ernest W Hives' legendary journey in September 1911 from London to Edinburgh using top gear only. Rivals Napier had just completed a similar stunt and Rolls-Royce felt obliged to rise to the challenge. Hives' Silver Ghost averaged a remarkable 24.32 miles per gallon over the 400-mile journey and on its completion was taken to the Brooklands racetrack where it was timed at 78.26mph. That car, chassis '1701', incorporated under-slung cantilever rear springs and an engine upgraded with increased compression ratio and a larger carburettor, while the lightweight sports-tourer 'torpedo' coachwork was by Holmes & Co of Derby. Orders for replica London-to-Edinburgh models poured in.

A luxury motor car, the 'Silver Ghost' was not designed with motor sport in mind but that did not deter the more enthusiastic owners. In 1912 Mr James Radley privately entered his 40/50hp in the Austrian Alpine Trial only to find that the three-speed gearbox's limitations prevented him from negotiating the Katschberg Pass. As a result, Rolls-Royce prepared four cars for the 1913 event, equipping them with four-speed transmissions and more powerful engines producing 75bhp (up from 60 horsepower) courtesy of a raised compression ratio and larger carburettor. These changes made for a dramatic improvement and the team cars won six awards, including the prestigious Archduke Leopold Cup.



Inspired by this success, the factory began producing cars of the same specification for customers. Officially they were 'Continental' models but are better known by the evocative 'Alpine Eagle' nickname given them by Ernest Hives.

The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

According to John Fasal's authoritative work, The Edwardian Rolls-Royce, chassis number '6AD' was delivered new as a rolling chassis to H J Mulliner for bodying as a tourer. Like many motor cars undergoing construction at that time, it was commandeered for military purposes, serving - it is believed - as a Royal Navy ambulance before being re-bodied as a saloon circa 1919. In 1924 the Ghost was returned to the works for updating, which included fitting a braked front axle and a new gearbox offering servo assistance for the brakes. A complete new rear axle was fitted, while the engine manifold and the magneto and dynamo in tandem also date from this time, as do certain aspects of the dumb irons. This car is also fitted with a self-starter, a feature not available until 1921.

Fasal lists various owners, and notes that when one F W Peck acquired the car in 1958 it was fitted with body number '3' (the saloon). Next custodian Arthur Griffin is listed as owner from 1972. At around this time the Ghost was totally restored, receiving a new replica London-Edinburgh tourer body in the process. Auctioned in 1987, the car passed to its next private owner - one S B Larkin of Buckinghamshire - that same year and was acquired by Peter Phillips a year or two later.

During the 1990s the Rolls-Royce was at Harley Engineering in Stratford-upon-Avon where Jonathan Harley constructed the magnificent Alpine Eagle replica body that it carries today. This body is similar in style to that of Radley's car mentioned above. Since then the Ghost has been maintained by Priory Vintage Car Company of Britwell Salome, Oxfordshire (bills on file). Last MoT'd to April 2012, the car will require sympathetic re-commissioning following its years in storage.

£300,000 - 500,000
€330,000 - 550,000

263

1991 ASTON MARTIN LAGONDA SERIES 4 SALOON

Registration no. B91 AML

Chassis no. SCFDL01S1LTR13640

- One of only 106 Series 4 cars made
- The sixth from last off the production line
- Full bare-metal repaint by Aston Martin Works
- Owned by Peter Phillips since February 2014





Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of these 'Series 1' cars being constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

In the Lagonda, Aston's well-proven 5.3-litre V8 employed a quartet of twin-choke Weber 42DCNF carburetors and produced a maximum of 280bhp at 5,000rpm with 320lb/ft of torque available lower down the range. A Chrysler Torqueflite automatic gearbox was the standard transmission. More than 17' long, 6' wide and weighing two tons, the Lagonda was an imposing sight from any angle, yet despite its bulk proved capable of racing to 60mph in 7.9 seconds on its way to a top speed of 145mph.

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 638 had been built. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

According to Aston Martin Lagonda Limited, 106 Lagonda Series 4 models were built, the right/left-hand drive split being 34/72. Chassis number '13640' is the sixth from last car produced. Peter Phillips bought 'B91 AML' from Stratton Motor Company in February 2014, not long after it had been treated to a full bare-metal repaint in its original Rolls-Royce Royal Blue livery by Aston Martin Works. Today this magnificent motor car is presented in excellent condition, with all electrics working, the latter a great rarity! One of the finest examples Bonhams has seen, 'B91 AML' is offered with sundry bills, MoT to 1st October 2019, and a V5C Registration Certificate in the previous keeper's name. Although not used for the last 18 months, the Lagonda has nevertheless been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips.

£60,000 - 80,000
€66,000 - 87,000

264

**1969 ASTON MARTIN DB6 MARK 2 VOLANTE
CONVERTIBLE TO VANTAGE SPECIFICATION**

Registration no. BMU 947H

Chassis no. DB6MK2VC/3754/R

- *One of only 36 DB6 Mark 2 Volantes made*
- *Converted to Vantage specification by the factory*
- *Previous long-term enthusiast ownership*
- *Purchased by Peter Phillips in 2013*
- *Maintained by Stratton Motor Company*





In 1958 Aston Martin introduced the DB4, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed from its predecessors in having a longer wheelbase, which, at 8' 5 $\frac{3}{4}$ ", was 3 $\frac{3}{4}$ " longer than that of the DB5. This meant more room for rear passengers, which made the DB6 more of a family man's car and helped it sell better than the earlier models in the series. The bodywork was distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin. The stylish Volante offered four-seat accommodation and was generously appointed with leather upholstery, deep-pile carpets and an electrically operated hood. After 37 Volantes had been completed on the shorter-wheelbase chassis of the outgoing DB5, the convertible model adopted the DB6 chassis in 1966 and was first displayed in this form at that year's London Motor Show in October.





In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles.

One of 38 DB6 Mk2 Volantes made, this beautiful right-hand drive example is one of only nine fitted with the optional Vantage engine and ZF five-speed manual gearbox, and thus represents the model in its ultimate and most desirable form. Chassis number '3754' was delivered new via HR Owen Ltd finished in Silver Birch with black interior and matching hood. It is believed that the first owner was one Julian Sacker. The conversion to Vantage specification was carried out by Works Service within the first few years.

In 1974 the car, which had been refinished in Imperial Purple with cream trim, was sold to geologist Alan Archer via RS Williams for £4,500. An AMOC member since 1953, Alan Archer was on the committee and looked after the register for many years. He was chairman in the late 1980s/early 1990s and latterly the archivist. During Alan Archer's ownership, RS Williams looked after the DB6, which was a regular AMOC concours entrant, winning the Fort Belvedere Concours' Portman Trophy in 1975 and the Knebworth Concours a couple of years later (see badges on glove box). The car was driven every summer to Geneva, Switzerland to attend the United Nations' 'The Law of the Sea Conference' where Mr Archer was a delegate. It has appeared in a TV film (title unknown) starring Alec McCowen and been featured twice in *Thoroughbred & Classic Cars*: November 1976 (cover) and May 1984 editions.



'BMU 947H' was purchased by the immediately preceding owner in the early 1980s and subsequently was cared for by Works Service. The colour was changed from Tourmaline Blue to the present Rolls-Royce Midnight Blue. During the 1990s, the car was serviced by Post Vintage Engineers Ltd of Pool in Wharfedale, who carried out an extensive restoration during 1998/1999, including a repaint (see bills on file). Post Vintage fitted the modern CD changer in the boot and its concealed head unit in the cockpit.

Subsequently, Ian Mason and Aston Service London looked after the DB6, which at one time was part of the then owner's substantial private collection. Little used during that time, it nevertheless was very well cared for with regular servicing (major every three years), yearly oil changes, and being run to temperature for *circa* 200 miles annually. Peter Phillips purchased the Volante from the preceding owner in 2013 and immediately despatched the car to Stratton Motor Company for a thorough check over and rectification of any faults (see bills on file totalling almost £12,000). Not used for the last 18 months, it has nevertheless been started regularly and stored in a modern purpose-built car storage barn commissioned by Peter Phillips.

Offered with the aforementioned documentation, assorted expired MoTs, sundry service invoices and a V5C Registration Certificate, this beautiful DB6 Vantage Volante represents a rare opportunity to acquire one of the most exclusive and highly sought after of post-war Aston Martins.

£650,000 - 750,000
€710,000 - 820,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





265

1956 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. WSJ 522

Chassis no. 807358

- *Original right-hand drive model*
- *Delivered new to Switzerland*
- *Professionally restored in 2001*
- *Extensively upgraded*
- *Owned by Peter Phillips since 2011*



"For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety." - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adapted to withstand the cut and thrust of urban parking.



The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph.

Writing in *Autosport*, John Bolster had this to say: 'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.'

One of only 479 right-hand drive XK140 drophead coupés made, this example was built in January 1956 and despatched to Geneva, Switzerland the following month. The accompanying JDHT Certificate shows that '807358' was originally finished in maroon with red trim and sand soft-top.

Peter Phillips purchased the XK from Mr & Mrs G Whitehouse of Worcestershire in February 2011, at which time it had covered only 17,000 miles since being restored in 2001 by marque specialists Twyford Moors Classic Cars. Extensively upgraded, the car incorporates the following modifications/additions:

Rebuilt engine and gas-flowed cylinder head by Sigma; 2" SU carburettors; Front disc brakes with 4-pot callipers; Adjustable power steering; Adjustable Spax shock absorbers; Poly-bushed suspension; Aluminium radiator and header tank; High efficiency Kenlowe fan; Dual-circuit hydraulic brakes and competition pedal box; Hydraulically operated diaphragm clutch; Lightened and balanced flywheel; Overdrive gearbox; High torque starter motor; High output alternator 123 electronic ignition; Up rated anti-roll bar; Stainless steel exhaust system; Brantz International 2S Pro Trip Meter; Sump guard; Upgraded heater and de-mister

Since its acquisition by Peter Phillips, the XK has been maintained by independent Jaguar specialists Thomas Barclay Ltd, as evidenced by numerous bills on file. A fast road/touring car capable of embarrassing many a more modern conveyance, 'WSJ 522' also comes with a V5C Registration Certificate and its service history for the period 2001 to 2011. Although not used for the last 18 months, it has nevertheless been started regularly and stored in a modern purpose-built car storage barn commissioned by Peter Phillips.

£90,000 - 130,000
£98,000 - 140,000

266

2005 ASTON MARTIN VANQUISH S COUPÉ

Registration no. to be advised

Chassis no. SCFAC14356B501986

- *More powerful and faster S version*
- *Sports Dynamic Pack as standard*
- *Purchased by Peter Phillips in 2010*
- *Serviced by Stratton Motor Company*



An entirely new Aston Martin for the 21st Century, the Vanquish debuted at the Geneva Auto Show in March 2001, with deliveries commencing a few months later. The Vanquish took over from the Vantage V8, the Newport Pagnell factory undergoing an extensive multi-million pound refurbishment to accommodate it, gaining a new assembly line, paint shop, rolling road and water test facility.

Styled by Ian Callum, the man responsible for the DB7, the Vanquish was developed with assistance from Aston Martin's parent company Ford using constructional techniques more advanced than those of any then current road car. The monocoque tub was made of heat-cured bonded aluminium, braced by a central tunnel of carbon fibre to create a lightweight structure of exceptional rigidity, thus enabling the chassis engineers to develop suspension combining excellent handling and roadholding with unrivalled ride quality. As well as its superior strength/weight ratio compared to aluminium, the carbon fibre backbone also provided better insulation from transmission and exhaust heat in the cabin.

The all-independent suspension followed the accepted supercar norm and comprised double aluminium wishbones, coil springs, mono-tube damper and anti-roll bar front and rear. Four-wheel ventilated steel disc brakes gripped by four-piston calipers provided all the stopping power one needs, while ABS and traction control afforded maximum security in poor road conditions or 'on the limit'.



Aston Martin's first power unit of its type, the 6.0-litre, 48-valve, V12 engine developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. In its 'Stage 2' Vanquish specification it benefited from a 18kgs weight reduction, most of which was shed from the rotating masses to improve throttle response. A spin-off from Formula 1 technology, the state-of-the-art electronic engine management system provided 'drive by wire' throttle control and was linked to the six-speed manual gearbox's electro-hydraulic change mechanism, a 'first' for a production car.

The gearchange was controlled by F1-style paddles and could be operated in either of two modes - fully manual and computer-controlled automatic - with a 'sport' setting available on both. The system allowed the driver to skip intermediate gears on down-changes without recourse to the clutch, while at the same time providing engine protection by means of a rev limiter. All emissions requirements worldwide were surpassed, including California's LEV (Low Emission Vehicle) standards.

Standard equipment inventory included almost everything the discerning connoisseur would wish for: Alpine stereo system, 6 CD changer, air conditioning, electrically adjustable seats, alarm/immobiliser, tyre pressure sensing, automatic rain-sensing wipers, automatic headlamp operation, automatic rear-view mirror dipping, trip computer, etc. The performance? 190mph and 0-60 in 4.5 seconds.

The Vanquish was built in two versions - two-seater and 2+2 - the rear seat space in the former being occupied by a shelf for golf bag or other luggage.

A pleasing blend of up-to-the-minute technology and traditional materials, the interior was dominated by an imposing aluminium centre console extending from fascia to transmission tunnel. Connolly leather upholstery, Wilton carpeting and quilted Alcantara headlining emphasised the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it, one at a time, by hand. Production ceased in 2007, by which time the model had been upgraded as the Vanquish S and the UK list price had risen to over £183,000. The Vanquish is yet another 'James Bond' Aston Martin, having featured in *'Die Another Day'* starring Pierce Brosnan as the eponymous secret agent.

The car offered here is an example of the revamped Vanquish S that superseded the original version following its debut at the Paris Auto Show in 2004. Chief upgrade concerned the engine, which now produced 514bhp, an output good enough to make the Vanquish S a 200mph car. The previously optional Sports Dynamic Pack of enhanced steering, suspension and brakes came as standard with the Vanquish S.

Finished in Nero Daytona Ferrari with matching Obsidian Black interior, this Vanquish S was purchased by Peter Phillips in October 2010 from Stratton Motor Company, who have serviced the Aston since its acquisition. Stratton's bills are on file, and this stunning car also comes with a recently expired MoT (July 2019) and a V5C Registration Certificate. Although not used for the last 18 or so months, the car has been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips.

£60,000 - 80,000
€66,000 - 87,000

267

1990 ASTON MARTIN V8 VOLANTE CONVERTIBLE

Registration no. G303 DPK
Chassis no. 15837

- Purchased by Peter Phillips in 2010
- Unique specification
- Maintained by Stratton Motor Company
- Automatic transmission
- Circa 27,000 miles from new



'It's not by any means the world's most expensive drophead in production (the Corniche costs an extra £23,000) nor is it quite the quickest, though a Porsche Cabrio would have to be very well driven to get away from it, but the Aston Martin Volante is perhaps the greatest. It is a true sports car which is also luxuriously comfortable.'

- *Fast Lane*.

Aston Martin had always intended the DBS to house its new V8 engine, but production difficulties meant that the car first appeared with the DB6's 4.0-litre six. Bigger and more luxuriously appointed than the DB6, the heavyweight DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 finally arrived in 1969. With an estimated 315bhp available from its 5,340cc four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph, a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.



After Aston Martin's acquisition by Company Developments in 1972, production resumed with the Series 2, now known as the Aston Martin V8 and distinguishable by a restyled front end recalling the looks of earlier Astons. The most successful Aston Martin ever, the V8 survived the changes of ownership and financial upheavals of the 1970s, enjoying a record-breaking production run lasting from 1969 to 1988, with 2,919 cars sold.

Described by former Aston Martin Chairman Victor Gauntlett as, 'a stylish thoroughbred, beautifully built, luxurious, fast and immensely safe,' the V8 was built in several variants, one of the more exclusive being the Volante convertible. Introduced in response to customers' demands for such a car, the Volante first appeared in June 1978. Arguably the ultimate in soft-top luxury, the newcomer boasted a lined, power-operated hood which, when erected, endowed the walnut embellished interior with all the solidity and refinement associated with the saloon version. Although its open-car aerodynamics meant that top speed suffered with the hood down, the Volante's 150mph maximum nevertheless ranked it among the world's fastest convertibles. V8 Volante and Vantage Volante chassis numbers ran from '15001' to '15849', a total of 849 cars.

Chassis number '15837' comes with copies of original factory paperwork showing that it was ordered via HWM by their customer, name of Reedman. The Aston was ordered in Rolls-Royce Balmoral Green with dark green-piped Magnolia interior, and registered as 'G303 DPK'. The Volante seems to have been supplied to the customer's personal order, as the AML Parts & Service Chassis Update sheet records the following extras/comments:

Boot carpet in dark green; Fitted luggage in dark green; Vantage type suspension; Vantage wheels and Goodyear Eagle tyres; PoV specification wheelarches; Brass plaque; Green car cover; Raised centre armrest with sunken switch panel

Peter Phillips purchased the Volante from Stratton Motor Company in 2010, since when the car has been maintained by Stratton's. 'G303 DPK' has covered only some 27,000 miles from new and is presented in generally good condition, its engine running beautifully. Although not used for the last 18 or so months, the car has been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips. Accompanying documentation consists of sundry service bills, an expired MoT (2017), a V5C Registration Certificate, and the aforementioned copy factory paperwork.

£100,000 - 150,000
€110,000 - 160,000

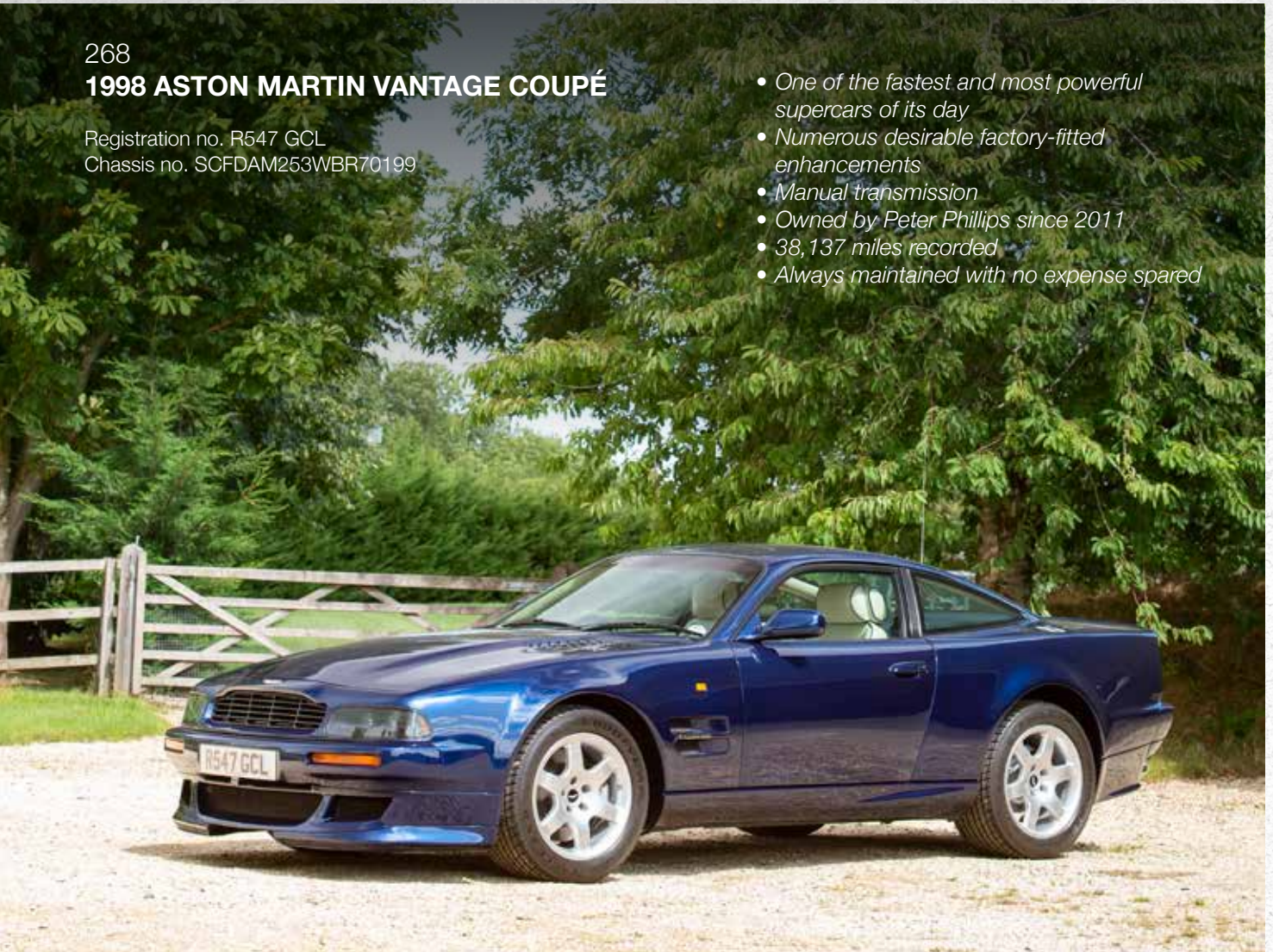
268

1998 ASTON MARTIN VANTAGE COUPÉ

Registration no. R547 GCL

Chassis no. SCFDAM253WBR70199

- *One of the fastest and most powerful supercars of its day*
- *Numerous desirable factory-fitted enhancements*
- *Manual transmission*
- *Owned by Peter Phillips since 2011*
- *38,137 miles recorded*
- *Always maintained with no expense spared*



For details of the charges payable in addition to the final Hammer Price of each Lot, please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



'What the Vantage is, and what the Virage, Volante and Zagato are not, is a real Aston Martin: a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport...' - *Autocar & Motor*.

'Brutal' was a word used more than once to described the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar few panels were shared, while beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the Vantage engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the Chrysler Viper V10's 450lb/ft seem puny by way of comparison. And for those who found 550bhp insufficient, there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph and although a true top speed figure proved unobtainable, the Vantage was reported as having already recorded 191mph while on test in France. Its price at launch was as eye-watering as the performance figures: a cool £177,600.

Sold new by Grange Brentwood Ltd, this particular Vantage appears to have had - effectively - only three owners from new. The car was ordered with a host of desirable enhancements, which accounts for the invoice total of £205,649 after a new vehicle sales discount of £9,497. There are numerous bills on file issued by Aston Martin, Stratton Motor Company, and other independent specialist showing that all owners have adopted a no-expense-spared approach to the Vantage's upkeep. The previous owner purchased the Aston from Stratton Motor Company, who sold it to Peter Phillips in 2011. Although not used for the last 18 months, the car has nevertheless been started regularly and been stored in a modern purpose-built car storage barn commissioned by Peter Phillips. Offered with a V5C document and history file.

£110,000 - 150,000
£120,000 - 160,000

269

**2017 FERRARI CALIFORNIA T
HARDTOP CONVERTIBLE**

Coachwork by Pininfarina

Registration no. ENZ 210

Chassis no. ZFFAA17B000087522

- Landmark Ferrari road car
- Rare right-hand drive model
- Owned by Peter Phillips since 2018
- 718 miles from new





Introduced in March 2014 at the Geneva Motor Show, the 'T' was an updated version of the landmark California that had represented an entirely new departure for Ferrari on its arrival six years previously. Formerly used for a limited series of exclusive coachbuilt soft-tops created on the 250 GT chassis in the late 1950s and early 1960s, the evocative 'California' name was revived by Ferrari in 2008 for its new 2+2 hardtop convertible. As well as the 'firsts' listed above, the new California's multi-link rear suspension and direct fuel injection had never been seen before on a Ferrari road car, while its hunched rear wheel arches, single bonnet scoop and slatted wing vents were styling cues borrowed from the original. Featuring just two key sections, rather than the more commonplace three, the retractable roof was a particularly neat and compact example of the type, though the car had to be stationary before it could be operated. With the top in place, the California achieved the remarkable drag coefficient figure of 0.32, making it the most aerodynamic Ferrari to date. Inside, the customarily well-appointed Ferrari cabin featured an electronic handbrake and roof/gearbox controls on the curved centre console.

One of Ferrari's aims with the California was to extend its appeal to a wider customer base, so the car was deliberately made less hard-edged and more user-friendly than many of its more track-focused siblings. Autocar: 'The first surprise is how well the California rides.

We tried both the passive dampers and the optional Magneride units, and both (even with the latter set to Sport) coped impressively well with our road network, and especially so for a convertible. Such is the California's comfort that you could easily use one to travel significant distances.' Britain's esteemed motoring magazine concluded its review by rating the California ahead of the Bentley Continental GTC, Lamborghini Gallardo Spyder and Aston Martin DBS for its blend of everyday usability and outright enjoyment. Praise indeed.

The California T's major technological advance was the adoption of forced induction in the form of twin turbochargers on the new 3,855cc V8 engine. Although smaller in displacement than the normally aspirated '4.3' it replaced, this new blown V8 was 100bhp more powerful, producing a mighty 553 horsepower, though the difference this made to the car's on-the-road performance was marginal. In addition there was changes to the gear ratios, suspension settings, and the F1 Trac traction control system, while the bodywork was extensively restyled and the interior revised.

Owned by Peter Phillips since 2018, this immaculate, low-mileage California T is finished in Tour de France Blue with Crema/Nero leather interior. Noteworthy features include front and rear parking cameras, diamond-cut alloy wheels, full carbon-fibre interior zone, steering wheel with LED rpm readout, and Scuderia Ferrari shields.

£90,000 - 140,000
€98,000 - 150,000

FURTHER PROPERTIES

270

2016 JAGUAR F TYPE PROJECT 7 ROADSTER

Registration no. FX16 HRD

Chassis no. SAJAC7047GMK27584

- One of only 80 UK cars
- Circa 7,000 miles from new
- Owned and serviced by Jaguar retailer, Sturgess of Leicester from new
- 575 BHP, 5.0L Supercharged V8
- As new condition



'This is the most powerful road Jaguar yet, hand-built at the company's Special Vehicle Operations division and thus fitted with all the top-end running gear.' – *Autocar* on the Project 7.

In 2012, nearly 40 years after the E-Type's demise, Jaguar finally got around to announcing the long-awaited and much-rumoured F-Type, which would turn out to be a more worthy spiritual successor to its illustrious forebear than either the preceding XK8 or, before that, the XJS. A front-engined, rear-wheel-drive two-seater, the F-Type is built on an aluminium chassis, cleverly configured to minimise the transmission of noise and vibration to the passenger compartment, while its suspension is the supercar-standard arrangement of double wishbones all round, with adaptive dampers and adjustable settings. Multiple driving modes cater for different road conditions and driving styles.

Unlike the E-Type, the F-Type is available with a wide variety of different power plants, ranging from a turbocharged 2.0-litre four via a 3.0-litre turbo V6 to a supercharged 5.0-litre V8. A ZF eight-speed paddle-shift semi-automatic transmission was standard on all models at first, with a six-speed manual available later on the V6s.



The F-Type debuted at the Paris Motor Show in September 2012 in convertible form, with the fixed-head coupé following in 2014. Nowadays it is de rigeur for car stylists to reference past models in their latest creations, and to some observers the coupé's rear recalled that of one of the rarest of E-Types: the low-drag factory racer.

To cater for the sports car market's seemingly insatiable appetite for limited edition models, Jaguar launched the 400 Sport – produced for just one year – and Project 7, which would be built in a run of only 250 cars. Project 7 had first seen the light of day as a single-seater concept car shown at Goodwood, and so favourable was the reception that it was decided to press ahead with making a more practical two-seater production version. They soon sold out, with 80 assigned to customers in the UK. The 'Project 7' designation referenced Jaguar's seven Le Mans wins, while the 'Aero Haunch' behind the driver's head was an obvious nod towards the D-Type sports-racer responsible for three of those victories.

An aggressive-looking shallow-screen barchetta, Project 7 has all-aluminium bodywork and is powered by the 5.0-litre supercharged V8, up-rated to produce 567bhp, 25 horsepower more than in the F-Type R. Coupled with a 45kg weight reduction, this makes Project 7 the fastest accelerating F-Type yet, with a 0-60mph (0-97km/h) time of 3.8 seconds. Like many of the current crop of supercars, Project 7 is electronically limited to a top speed of 186mph (300km/h). The 'top-end running gear' includes the eight-speed paddle-shift auto box; electronic differential; carbon ceramic brakes; specially tuned suspension; and unique settings for engine management and chassis stability control. The result of Project 7's unique set of characteristics is a track-focused car capable of satisfying even the quickest of drivers. 'That's the Project 7 all over,' declared Autocar. 'Extra agility was promised, extra agility was delivered and a lot more driver improvements came along for the ride.'

First registered in 2016, this ultimate Jaguar has covered only circa 7,000 miles under one owner, Jaguar retailer Sturgess of Leicester, and comes complete with a full service history and all books, tools, etc. Finished in British racing green with black quilted leather interior, this ultra-rare car is presented in effectively as new condition. One of the first Project 7s to be offered at auction in the UK, 'FX16 HRD' presents an opportunity not to be missed.

£110,000 - 130,000
£120,000 - 140,000

271

1976 FORD ESCORT MK2 RS2000 GROUP 1 RALLY CAR

Registration no. to be advised

Chassis no. GCATSL86849

- Purpose-built rally car from new
- Ex-Ford Finland
- Driven by Timo Mäkinen, Antero Laine, Lasse Lampi, and Kyösti Hämäläinen
- Finnish Historic Rally Championship winner in 2011 and 2012



The Escort RS pushing hard in the hands of The original "Flying Finns".
(Image part of Lot)





It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968 when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. Ford customers could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. Manufactured at Ford's Advanced Vehicles Operations plant, the latter pair were closely related, the Mexico being, in effect, an RS1600 fitted with a 1.6-litre OHV Kent engine in place of the RS1600's 16-valve Cosworth BDA. Both models had shortcomings: the Mexico being not fast enough for many while the 'homologation special' RS1600, although very quick, was expensive to produce and required careful maintenance. The answer lay in a new model: the RS2000. Powered by the 2.0-litre single-overhead camshaft Pinto engine, the RS2000 was a huge success, proving quicker than the Mexico and easier to live with than the RS1600.

This beautiful Ford Escort RS2000 Mk2 has played a prominent role in Ford's impressive rallying history. It has been a purpose-built rally car for its entire life, mainly contesting major rallies in Finland.

This impressive history has been fully documented since 1977, including all rally results and who drove the car. The latter includes true masters of the sport such as Timo Makinen, Antero Laine, Lasse Lampi, and Kyosti Hamalainen, who drove this Escort to podium finishes on numerous occasions as a privateer on behalf of Ford Finland (results list on file).

The Escort was completely rebuilt in 2010 in accordance with the Group 1 regulations. A valid Historical Technical Passport is present and all special parts are homologated. The result of this painstaking preparation is reflected in its winning the Finnish Historic Rally Championship in 2011 and 2012. Equipped with Weber 441DF carburetors, a big-bore exhaust manifold, Group 1 camshaft, and larger valves, the engine produces 152bhp engine. The gearbox is a four-speed Rocket unit, while the Atlas rear axle is equipped with a ZF limited-slip differential and a 4.63:1 crown wheel/pinion. The special suspension features Bilstein 300/70 struts.

The Ford Escort is the perfect rally car because it is well balanced and therefore easy to drift. This car is potentially competitive in all types of rallies, whether they be held on snow and ice, tarmac, or the desert sands.

£68,000 - 75,000
€74,000 - 82,000

272

1959 PORSCHE 356B 1600 CABRIOLET

Coachwork by Reutter

Registration no. 716 XVF

Chassis no. 152555

- *Delivered new to the UK*
- *Original right-hand drive model*
- *No-expense-spared restoration (2014-2018)*
- *Only 480 miles since completion*





One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

Cabriolets had been manufactured right from the start of 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'Ieteren of Brussels, and its long-time collaborator and close neighbour, Reutter.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability, and mechanical robustness.

Completed on 9th September 1959 and thus one of the first 356Bs off the Stuttgart production line, right-hand drive chassis number '152555' was delivered to the UK importer AFN Limited. Its first owner was Michael Gotta, famous for taking on the London Black Cabs with his fleet of 200 Renault Dauphine 'Minicabs', a move that led to a taxi 'war' in London. The Porsche was first registered on a personal plate, 'WM 1' and later 'YXR 2'. It was subsequently shipped to Australia and last known to be in use there in 1984.

In 2014, the then owner sold the Porsche as a 'barn find' to the current vendors. The car then underwent a documented, four-year, no-expense-spared restoration, and since its completion in 2018 has covered only 480 miles. Accompanying documentation includes restoration invoice, a dating certificate, and a V5C Registration Certificate. It should be noted that the engine currently installed is not this car's original unit, although the latter is included in the sale.

£120,000 - 140,000
€130,000 - 150,000

273

1970 INTERMECCANICA ITALIA CONVERTIBLE

Registration no. XRM 101H

Chassis no. IM59254314

- *Delivered new to the USA*
- *Left-hand drive*
- *5.7-litre V8 engine, manual transmission*
- *Restored in the 1990s*
- *Recent extensive re-commissioning*



One of the first companies that sought to combine the best of Italian and American automotive technology, Intermeccanica was founded by Hungarian-born American Frank Reisner. A chemical engineer by profession and car enthusiast by inclination, Reisner travelled to Europe in 1958 and, after finding employment with Giannini Automobili in Rome, for whom he designed a mid-engined Formula Junior racing car, set up Intermeccanica in Turin the following year.

The company commenced production of performance conversion kits for popular small cars before resurrecting Reisner's Formula Junior design. At the same time, a diminutive sports car - the IMP (Intermeccanica Puch) - was conceived around Steyr-Puch 500 components, and proved effective enough in tuned and lightened race trim to defeat the class-leading Abarths on some occasions. The prototype of a larger sports car, the Apollo, was constructed during the winter of 1961-62 using a Buick V8 engine and running gear. Styled by Franco Scaglione, the man responsible for many of Bertone's most memorable designs as well as the first Lamborghini, and part financed by Jack Griffith, US importer of the eponymous V8-engined TVR, the Apollo entered production in 1963. However, in 1965, just as a 2+2 version was ready, Griffith's company collapsed, leaving Reisner to seek another partner. Some 90 Apollo GT coupes and around 11 convertibles had been completed by this time.



Production of the car, now renamed Omega, continued for another year before the new partnership foundered leaving Reisner on his own. The arrangement whereby bodies were shipped from Italy to the USA for final assembly was discontinued; from now on all Intermeccanicas would be built entirely in Turin using Ford V8 engines and running gear. Deliveries of the first Italian-built cars commenced in 1967, the coupé being called the Italia and the convertible Torino (briefly) before both models adopted the former name. Ford V8 engines were used of, successively, 4.7, 5.0, and 5.8 litres.

In 1969, Intermeccanicas began to be sold officially in Europe (hitherto all production had been exported to the USA) and the car's favourable reception there led to collaboration with Opel and the production of the Indra coupé using GM components. In 1975, Opel's dissolution of the partnership forced Intermeccanica's re-location to the United States, by which time around 1,000 American V8-engined models of all types had been built. Henceforth, Intermeccanica production in the USA (and later Canada) would be concentrated on replicas, most notably of the Porsche 356 Speedster.

This Italia convertible comes with a letter of authenticity from Intermeccanica International Inc confirming its delivery new to a Mr M Bende of New Jersey, USA. The car's early history is unknown until 1999 when it was registered in Sweden to Mr Peter Christopherson. At that time the car had been restored, there being anecdotal evidence that a bare metal re-spray and mechanical refurbishment had been carried out.

Imported by the vendor from Sweden in 2011 (he drove the car back to the UK without fault) the Italia has since formed part of his impressive private collection of Italian motor cars. During his enthusiastic ownership, the Intermeccanica has seen little use, save for high days and holidays. New rear suspension arms were fitted in 2012. Kept in his dehumidified cruck barn, the car was not used for some years until the braking system was refurbished at Calderwell Engineering in 2017, while a major service and re-commissioning was undertaken by GT Engineering in 2018. The car now presents well and is a delightful and well-maintained example of this rare and interesting Grande Routière, offering Ferrari style and performance for a fraction of the price.

£100,000 - 150,000
€110,000 - 160,000

274

1976 PORSCHE 911 CARRERA 3.0-LITRE RALLY CAR

Registration no. TTO 327R
Chassis no. 9117600881

- More competitive kilometres than any other Porsche
- Authenticated by Porsche and fully documented
- Present ownership since 2004
- Guaranteed entry to numerous historic motor sports events



A testimony to the 911's versatility. Slowly sideways on the gruelling 1978 Repco rally. (Image part of Lot)



9117600881 in the hands of Rally Legend Björn Waldegård on the East African Rally. (Image part of Lot)



The 911 rally car offered here is unique among historic Porsches in so far as it has covered more competitive kilometres - equivalent to circumnavigating the world three times! - than any other product from the celebrated Stuttgart factory. It was built specifically for the 1977 London Sydney Marathon and crewed in that event by Polish rally ace Sobislav Zasada and co-driver Wojciech Schramm. Since then it has competed in numerous other long-distance rallies including the Repco Reliability Trial around Australia (1979), Australian Safari Rally (1985 and 1988), Targa Tasmania (1996), London Sydney Marathon (2004), and the East African Classic Safari Rally (2005), as well as appearing at many of the most prestigious historic motor sports events. The car comes with a detailed 100-page illustrated history, written from the perspective of former Porsche factory driver and Le Mans winner, Jürgen Barth, who prepared and supported the car in period, which is essential reading for prospective purchasers.

Chassis number '9117600881' was manufactured early in 1976 and retained by the factory until March 1977 when it was supplied directly to Sobislav Zasada in order for him to compete in the London Sydney Marathon. Copies of Zasada's supporting correspondence and Porsche factory paperwork are on file (originals are in the Porsche Factory Archive).

At 30,000 kilometres, the 1977 London Sydney is the longest rally of all time and one of the toughest ever. Zasada and Schramm faced strong competition from a six-car Mercedes team with a substantial budget. Nevertheless, by Germany they were in the lead, and the Porsche would lead as far as Singapore, swapping places with the leading Mercedes more than once, eventually finishing this gruelling event in 13th place overall and 10th in class having lost over three hours stuck in deep sand on one of the closing stages in Australia. Victory went to the Mercedes-Benz 280 SE of Cowan/Malkin/Broad.

At the rally's end, Porsche Australia purchased the car from Zasada for Dean Rainsford to drive in the Australian Rally Championship. Dean's Carrera 2.7 featured in the Weetabix Rally Car series of collectors' cards, which helped inspire present owner David Cavanagh's interest in rallying as a young boy. During 1978 the Carrera was converted to right-hand drive configuration by Porsche Australia's chief engineer, Enzo Belluzo, as confirmed by Porsche factory correspondence on file. The Porsche finished top-six in most rounds, setting a number of records, and won the Western Australia round.



Its next big event was the Repco Reliability Trial in August 1979, an 18,616-kilometre marathon around Australia. The Carrera was entered by Porsche for Rainsford and Edgar Herrmann, twice winner of the East African Safari Rally, and eventually finished 7th overall, the leading two-man team home. After the Repco rally, the car was sold to Michael Stilwell. By this time it had clocked up 57,450 competitive kilometres.

In 1985 the Carrera was owned briefly by noted Victorian Porsche racer and collector Peter Lovett, before being purchased by Peter Glover, who rebuilt the car, prior to entering it into the inaugural Wynn's Safari Rally. The engine was rebuilt by Porsche Australia in Mjelbourne, who provided technical support. Unfortunately, on Day 5 the Porsche was forced to retire while leading, sidelined by a broken rear trailing arm. In 1988 the car was again rebuilt by Porsche Australia for a second attempt at the Australian Safari, this time fitted with works 953 Paris Dakar running gear, only to be forced out by a broke front suspension ball joint while in a strong position.

In 1994 the Carrera was purchased by Keith Mclroy for historic rallying and rebuilt during 1995/1996. Mclroy entered the Porsche in the Targa Tasmania and was comfortably leading his class until an ignition coil earth lead failed, costing him time. Between 1996 and 2000 the car was kept on display in the Sydney Motor Museum.

In 2000 the Carrera was shipped to the UK and brought up to FIA specification by renowned marque specialist, Francis Tuthill. In his Porsche Competition Customer Liaison role, Jürgen Barth inspected the car and confirmed that it was the original Zasada London Sydney entry. At around this time the original engine was removed and set aside for future restoration, and a replacement period-correct unit fitted in its place (see work schedule on file).

In 2002, Keith Mclroy entered the Porsche in the historic Circuit of Ireland Rally, finishing 4th in class. Subsequently the car was stored at Francis Tuthill's, where David Cavanagh first saw it in late 2002. David purchased the car in February 2004 in time for that year's London Sydney Marathon, which necessitated the fitting of an FIA fuel cell and other upgrades. Despite their relative lack of experience, David and co-driver Cath Woodman finished the event, winning their class and beating teams with 'more experience, more skill, and more thorough preparation'. David's recollections of this wonderful adventure are on file.



After the event, the car was shipped to Perth, Western Australia and rebuilt by Porsche specialists K-Tec. Back in the UK, the Carrera was demonstrated by Messrs Cavanagh and Barth at the 2005 Stoneleigh International Historic Motor Festival, and plans formulated to run in the East African Classic Safari Rally.

The toughest and most competitive historic rally in the world, the 2005 Safari was run over a distance of 4,000 kilometres (2,000 competitive) across Kenya and Tanzania, commencing on 1st December. For this event the Carrera was crewed by David and four-time Safari winner Björn Waldegaard, the latter returning to Africa after 13 years away. Mechanically rebuilt yet again and fitted with new FIA-specification seats, the Martini-liveried Carrera eventually finished 7th overall, less than a minute from 5th place. Unlike many of the other Porsches, the Carrera retained in-period suspension and engine technology, yet was the fastest Porsche on many stages. Björn and David received the Henry Liddon Memorial Trophy for the team best demonstrating the spirit of the event. The Waldegaard Martini Porsche became the hero car for the Safari, and was used to promote subsequent runnings of the event (see 2007 advertisement on file).

Since then the Carrera has been demonstrated at the Goodwood Festival of Speed on many occasions, and at the Eiffel Rally Party in Germany, and in 2015 was driven to Poland to meet its original co-driver, Wojciech Schramm. That same year the car featured extensively in the Goodwood Festival of Speed preview video, and was a special guest at the Rally Legends Austria. The Carrera was subsequently invited to the Porsche Museum in Gmünd, meeting Mr Ernst Piech (grandson of Ferdinand Porsche), and the owner had the privilege of a drive with him around Lake Matsee.

Other highlights included special guest invitations to the finishing dinner for the Ennstal Classic Rally and the Eiffel Rally Germany, where the Porsche featured as one of the Parade and Display cars, alongside those from the Porsche Museum. In the words of the Museum's Director, this is one of the best-documented period works rally Porsches (the list of references takes up more than an A4 page) and thus represents an unrepeatable opportunity of the discerning collector, and rally competitor.

£400,000 - 500,000
€440,000 - 550,000

275

1952 JAGUAR XK120 COUPÉ

Registration no. VSL 411

Chassis no. S680335

- *Imported from California, USA*
- *Left-hand drive*
- *Built for Peter Agg by John May (XK Developments)*
- *Extensively upgraded*





Having seen Nigel Dawes' extensively updated XK120 on a rally to Denmark in the late 1990s, Trojan Limited's boss, Peter Agg, felt his company could improve on Dawes' effort. A left-hand drive ex-California car was chosen as most of Agg's rallying was in Europe and the USA, shipped to the UK and registered as 'VSL 411'. Dawes' XK120 had been prepared by John May of XK Developments in Tewkesbury, so Agg's XK120 was taken there to be stripped down to the bare chassis and rebuilt to an agreed specification: Trojan would prepare the engine and gearbox while alterations to the body, chassis, and suspension would be entrusted to John May. It was agreed to keep the car as close to original specification as possible, so the engine was kept at 3.4 litres capacity but fitted with sporting cams, twin 2" SU H8 carburetors, and steel valves and valve seats for unleaded fuel. A maximum output of 220bhp was the aim.

XK Developments seam-welded and rust-treated the chassis, which was rebuilt with upgraded suspension, adjustable shock absorbers, four-wheel disc brakes, four-pot brake callipers, offset rack-and-pinion steering (XK140), a five-speed gearbox, high-ratio rear axle, and D-Type wheels. The cooling system too has been up-rated with a slope radiator and top tank, and an electric fan to prevent overheating in hot climates.

Externally the car has a louvred bonnet, Monza-type fuel filler cap, and a lightweight bumper fitted with indicator lights. Inside there is an altered pedal box, while the racing-type bucket seats are set back, both of these modifications making for much improved ergonomics.

'VSL 411' has competed in many rallies: Le Mans, Écurie Écosse, Tour de France, Tuscany, and Southern Italy, as well as events in Northern Europe, encountering no problems with maintained high-speed cruising at 90-100mph (circa 3,000-3,500rpm). Accompanying documentation includes a Jaguar Heritage Certificate, V5C Registration Certificate, FIA Historic Vehicle Identity Form, and Peter Agg's account of the car's history.

Finished in Francorchamps Yellow with black trim, 'VSL 411' remains in excellent condition having been very well maintained. A striking and usable car put together by one of the best in the business, this extensively improved XK120 is ready to go touring with its fortunate next owner.

£70,000 - 110,000
€76,000 - 120,000

276

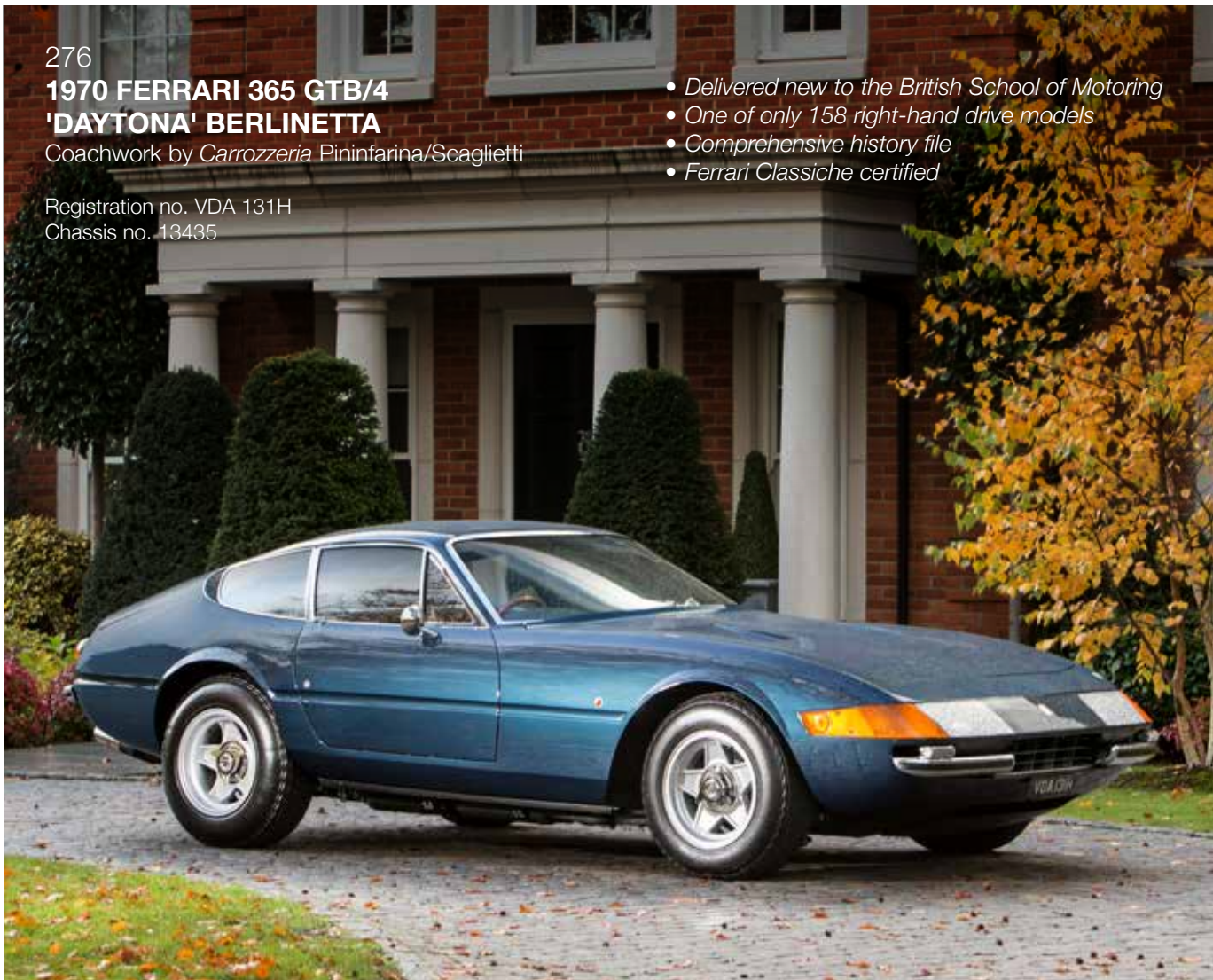
**1970 FERRARI 365 GTB/4
'DAYTONA' BERLINETTA**

Coachwork by *Carrozzeria Pininfarina/Scaglietti*

Registration no. VDA 131H

Chassis no. 13435

- *Delivered new to the British School of Motoring*
- *One of only 158 right-hand drive models*
- *Comprehensive history file*
- *Ferrari Classiche certified*





'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, Jan 1970.

One of only 158 Daytonas manufactured in right-hand drive configuration, chassis number '13435' was delivered new to Colonel Ronnie Hoare's Maranello Concessionaires, the official UK Ferrari importer, and first registered in August 1970. Somewhat surprisingly, its first owner was the British School of Motoring, which had chosen the Daytona for use on its High Performance Course. The Ferrari was registered to a Miss Denise McCann at the BSM's Sydney Street address.

Interviewed for an article in *Octane* magazine, HPC instructor John Lyon described the Daytona as 'the daddy of the cars on the HPC... with its high polar movement and excellent traction it was the perfect road-vehicle... I often achieved its maximum speed of 174mph on the motorways of Holland and Germany'.

In December 1972, Maranello Concessionaires sold the Ferrari to Mr John Lloyd of Hyde Park Gate, London SW7. Mr Lloyd's ownership generated a considerable amount of invoices and correspondence between him and Maranello Concessionaires. He clearly found the experience a bit of a trial, but by the time '13435' was sold the next owner in 1974, it was said to be performing 'extremely well'. Its purchaser was Mr William M French of New South Wales, Australia, who would keep the Ferrari as part of his private collection for the next 39 years.

Repatriated to the UK in 2013, the Daytona was sold to marque specialist, Joe Macari, who serviced the car and obtained Ferrari Classiche certification for it in 2013, confirming that '13435' retains its original engine and gearbox. The history file contains paperwork detailing the original order; specification and build details; purchase invoices; and records of service work carried out during BSM's ownership. MoT'd and offered with a V5C registration document, '13435' represents a wonderful opportunity to own a rare original right-hand drive example of the defining sports car of its generation.

£450,000 - 550,000
€490,000 - 600,000

277

1975 FERRARI 365 GT4 BERLINETTA BOXER

Coachwork by Pininfarina/Scaglietti

Registration no. to be advised

Chassis no. 18153

- One of only 58 right-hand drive UK-supplied cars
- Professionally restored with no expense spared
- 43,570 miles from new
- Ferrari Classiche certified



Unquestionably one of the greatest cars Ferrari has ever built, the 365GT4 *Berlinetta* Boxer debuted at the 1971 Turin Show in prototype form and commenced production in 1973 almost unaltered. An entirely new model and the first road-going Ferrari not to have a vee-configuration engine, the 356GT4 reflected Ferrari's motor racing heritage; its 4.4-litre, four-cam, 'boxer' engine drew on experience gained from the Maranello firm's World Championship-winning, flat-12 Formula 1 and sports-racing units and developed no less than 360bhp at 7,700rpm. Rumours abounded that the prototype Boxer had run at over 180mph, and even though the production version managed 'only' around 175mph there can have been few disappointed customers. The mid-located engine gave near-perfect balance and ensured that the Boxer's handling matched its stupendous straight-line speed.

Testing a *Berlinetta* Boxer in June 1975, *Road & Track* reported, "Handling is an enthusiast's delight. There's plenty of road feel, which is reassuring when you're exploring the upper limits of the Boxer's capabilities. As an ultimate road-going high performance machine the Boxer has few equals".



A combination tubular/monocoque chassis housed the mid-mounted engine/five-speed transaxle package that ingeniously placed the motor above the gearbox and final drive, thus avoiding an overly long wheelbase. The ensemble was clothed in elegant, low-slung *Berlinetta* coachwork by Pininfarina. The result of extensive wind tunnel testing, Pininfarina's masterpiece was assembled at Modena by Scaglietti and comprised a superstructure mixing aluminium-alloy and steel panels, complemented by matt black-finished glassfibre elements beneath the front and rear overhangs.

Only 367 Ferrari 365GT4 BBs were constructed before the model was superseded by the 512BB in 1976. At the time of its introduction the 365GT4 *Berlinetta* Boxer was the world's fastest and most expensive car. It remains one of the most desirable and sought after of all Ferraris. This rare right-hand drive example of the rarest and fastest Boxer was supplied new in the UK via Maranello Concessionaires and is one of only 58 cars delivered to this country. '18153' has benefited from one of the most extensive yet sympathetic restorations imaginable, carried out by leading Ferrari specialists with no limitations placed on cost. It is surely one of the finest Boxers currently on sale anywhere in the world.

Finished in Rosso Chiaro with Nero leather interior, the latter original and well preserved, this wonderful 365 GT4 BB has covered only 43,570 miles from new. It comes complete with two sets of keys, all original handbooks and wallet, original cased tool kit, and a very extensive file of service invoices and receipts. Plus, of course, the all-important Ferrari Classiche certification.

The Ferrari 365 GT4 BB is the original, lightest and rarest of all Boxer models, instantly recognisable by its triple rear lights and 'peashooter' exhaust pipes. Most valuable and sought-after member of the entire Boxer family, the 365 GT4 BB is one the last truly hand-built Ferraris and is gaining in popularity with enthusiasts and collectors alike. A wonderful opportunity to acquire a fine example of a legendary Ferrari that is much rarer, more collectable and faster than the 365 GTB/4 Daytona.

£220,000 - 280,000
€240,000 - 310,000

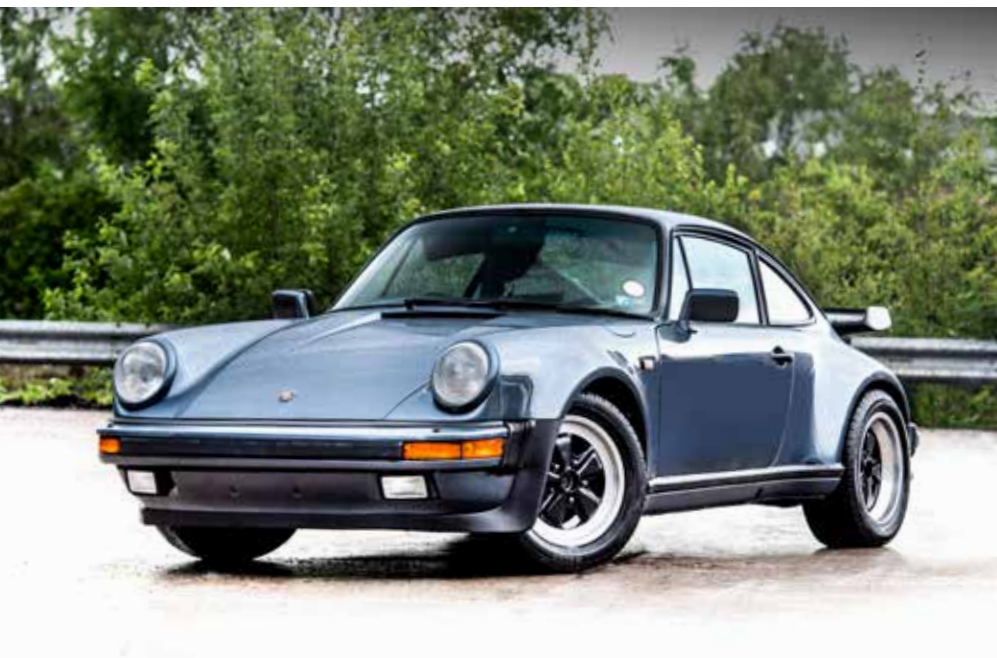
278

1988 PORSCHE 911 TURBO COUPÉ

Registration no. F536 LTU

Chassis no. WP0ZZZ93ZJS000542

- Extensively restored in 2019
- 89,000 documented miles from new
- Full service history
- Unusual colour combination



Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph (250km/h). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (62km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph (257km/h).

More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

This Porsche 911 Turbo is offered fresh from extensive restoration (completed in 2019) and comes with a photographic record of the process. Works undertaken include a full 'glass out' re-spray by Bodyworks of Manchester; full engine service; brake overhaul; and suspension bushes overhaul. The car also benefits from a new factory full exhaust system; refurbished original Fuchs alloy wheels; and new Pirelli tyres. In addition, all rubber seals, bumper protectors, front valance, rear 'Porsche' reflector, side sill mouldings, etc have been renewed. Over £25,000 has been spent and all bills are available.

'F536 LTU' has covered 89,000 documented miles from new and is described by the vendor as 'absolutely rust free'. It comes with full service history (every single bill/receipt); current MoT certificate; its original owner's manual and stamped service book; and its original spare wheel.

Finished in flawless Venetian Blue metallic with complimentary Metropole dark blue leather interior and matching carpets, this beautiful Porsche 911 Turbo stands out among the white/black cars on the market and is presented in beautiful order throughout - a subtle combination for the discerning buyer.

£70,000 - 90,000

€76,000 - 98,000

No Reserve

279

C.1965 MGB SEBRING COMPETITION ROADSTER TRIBUTE

Registration no. EFG 145C
Chassis no. GHN3/55354

- *Tribute to Sebring works car 'BMO 541B'*
- *Formerly raced in Japan*
- *Extensively modified*
- *Newly rebuilt 'fast road' engine by MG Motorsport*



Wonderfully redolent of the age when British production sports cars regularly and successfully contested the great endurance classics, the MGB offered here has been constructed as a tribute to the famous works car, 'BMO 541B', which competed in the Sebring 12 Hours race in 1965 carrying competitor number '49'. Entered by the British Motor Corporation and driven by Merle Brennan and Frank Morell, 'BMO' finished 25th overall and 10th in the Prototype class. The previous year that same car had competed at Le Mans in aerodynamic 'long nose' configuration where, driven by Andrew Hedges and Paddy Hopkirk, it averaged 99.9mph and finished 19th overall and 12th in the GT category, winning *The Motor Trophy* for the best-placed British car.

It is understood that chassis number '55354' was exported to Japan where it was modified for racing in accordance with SCCJ regulations. It is reported that the MG competed in sports car races in Japan in the early 1990s before being placed in storage, remaining out of use for the next 20 years.

The car was then discovered by a previous owner, who set about transforming it into a 'BMO' tribute. It is understood that the work was carried out in the USA, but specific details of individual components' origins and specifications are not available.

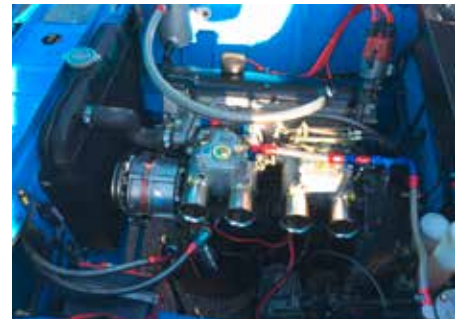
The car was purchased by the current vendor at Bonhams' Goodwood Revival Sale in September 2017 (Lot 246) having been offered for re-commissioning. Since purchase the vendor has continued to upgrade the MG with an engine built to 'fast road' specification by marque specialists MG Motorsport. In addition, a roll cage and new fuel tank have been installed and the front suspension rebuilt, all to FIA specification. The wiring has been redone and we are advised by the private vendor that there remains little more to do to complete the rebuild. Potentially a lot of fun for next year's racing season, the car comes with sundry bills, a photograph album, early paperwork and a V5C document.

£15,000 - 20,000
€16,000 - 22,000

1965 BMW 1800 TI COMPETITION SALOON

Chassis no. 989228

- Built to a high specification by Laranca Engineering
- Engine rebuilt in 2019
- Regular entrant in Goodwood's St Mary's Trophy
- Eligible for Masters Pre-'66 Touring Cars, U2TC, HSCC, HSDC, CSCC, and other race series
- FIA papers valid until 2028



The foundation of BMW's post-war resurgence was the four-door 1500 saloon and its derivatives - the 'New Class', introduced in 1961. All variants came with the Munich firm's dependable, single-overhead-camshaft, four-cylinder M10 engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner.

New for 1963, the 1800 model used a 1,773cc 90bhp engine at first before rationalisation saw it replaced by an updated short-stroke 1,766cc unit in 1968. Soon there was a more sporting version available – the 1800 TI (Touring International) – which had been developed by the tuning company Alpina and came with two twin-choke Solex carburettors and a higher compression ratio, modifications that raised peak output to 110bhp. This in turn led to the more powerful and track-focused 1800 TI/SA 'homologation special'.

Intended to raise BMW's international sporting profile, the 1800 TI/SA succeeded brilliantly; Hubert Hahne won the German national championship in 1964 and with co-driver Rauno Aaltonen disputed the lead of the Spa 24-Hour race with a Mercedes-Benz 300 SE, eventually finishing 2nd. BMW went one better the following year when Pascal Ickx and Gerald Langlois' 1800 TI/SA secured the first of the Munich manufacturer's string of victories in this prestigious event. Only 200 genuine factory-built TI/SAs were made, most of which are either in

private ownership or German museums. In more recent times enthusiasts have turned to the more affordable 1800TI as the basis for a competitive historic racer, it being relatively easy to upgrade the latter to 1800TI/SA specification or even better.

This immaculate BMW 1800TI racer was built to a high specification by Laranca Engineering for Martin Hines under his personal supervision, and has since been upgraded for the current owners by BMW race specialists, Retro Engineering. With new HTP papers (valid until 2028), this is a race-ready and competitive BMW 1800TI with distinctive blue livery and less than two hours on the engine (rebuilt in 2019) and five hours on the gearbox.

A regular entrant in the St Mary's Trophy at the Goodwood Revival and Members' Meeting, this car is eligible for the best high-profile events in Masters Pre-'66 Touring Cars, U2TC, HSCC, HSDC, CSCC, and other race series. It achieved U2TC Class podiums at the 2017 Silverstone Classic and 2017 Spa 6-Hour meeting, and is a potential winner in the right hands. The car is offered for sale only because of a change in the owners' racing plans. A quantity of spare parts, including an engine, is available by separate negotiation.

£60,000 - 70,000

€65,000 - 76,000

281

The 2009 Motor Expo Show Car

2009 KTM X-BOW SPORTS

Registration no. X70 KTM

Chassis no. VBKABRAA590000332

- Official press car
- Featured in *Evo* and *Top Gear* (TV and magazine)
- 280bhp Stage 2 upgrade
- Numerous other upgrades
- Comprehensive specialist service history



"The KTM X-Bow is the first car from the second largest motorcycle manufacturer in Europe. It is unashamedly sportsbike inspired, which means the X-Bow is fast, light and nimble." – *Car magazine*.

The fact that KTM would want to build a sports car may have come as a surprise to many, but the fact that when it did the Austrian manufacturer – motto 'Ready to Race' – came up with something as radical as the X-Bow should not. Collaborating with legendary Italian racing car manufacturer, Dallara, KTM commenced work on the project in 2005 and displayed the first X-Bow at the Geneva International Motor Show in 2007. The chassis was made of carbon fibre – left unpainted – while the vestigial bodywork seemed to have been designed to reveal rather than conceal the underlying components. Anyone familiar with KTM's Super Duke sports roadster will recognise the look, as both of these seemingly dissimilar vehicles are the work of long-time KTM collaborator, Gerald Kiska. But rather than use one of its motorcycle engines in the X-Bow, KTM chose the VW-Audi Group's 2.0-litre turbocharged TFSI motor as used in the Golf GTI.

As one might imagine, with 237bhp propelling a lightweight (790kg) chassis, acceleration is spectacular, the 0-62mph dash being accomplished in only 3.9 seconds. Despite its track-focused design, the X-Bow could be road registered; demand swiftly overtook projected sales, leading KTM to establish a new factory dedicated to X-Bow manufacture. The X-Bow was *Top Gear's* Sports Car of the Year in 2008.

Originally registered 'KX09 PVJ', this KTM X-Bow was displayed at the 2009 Motor Expo show at London's ExCel centre. It was the press car and featured in *Evo magazine* and *Top Gear* (TV and magazine). This particular car incorporates a bespoke Stage 2 power upgrade to 280bhp while other noteworthy features include adjustable brake bias; engine frame with carbon air box; lowered engine and gearbox; and a mounting kit and brackets for air jacks. 'X70 KTM' comes with comprehensive service history with Backdraft Motorsport and official KTM dealer Hangar 111. Currently displaying a total of some 14,000 miles on the odometer and presented in excellent condition throughout, this most exciting 'pocket rocket' is offered with sundry bills, MoT to 2020, and an outdoor car cover.

£40,000 - 45,000
€44,000 - 49,000

282

1960 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by H J Mulliner

Registration no. 483 XUL

Chassis no. BC49AR

- Three owners from new
- Factory upgrade to 'S3' body specification
- 72,053 miles from new
- Offered from a private collection of Bentleys and Rolls-Royces



Described by *The Autocar* as, "A new stage in the evolution of the post-war Bentley," the 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 in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine, which produced approximately 25% more power than the old six. "The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well-being that only British craftsmanship can give," enthused *Autosport*. "The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique."



There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce had purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.

Described as 'arguably the best looking' by Martin Bennett' in his book 'Bentley Continental', the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the St Moritz and Côte d'Azure.

Representing the pinnacle of bespoke taste in its day, 'BC49AR' was supplied new in 1960 to Mr Morton of The Anchor Glass Co Ltd, Brent Cross (now site of the eponymous Shopping Centre) and in 1963 passed to its second owner, Mr G R Bates of Warwickshire. He had the car maintained by Rolls-Royce Ltd, and in 1968 it was prepared for his move to the Channel Islands where he obviously intended to stay for some time. While 'BC49AR' was being prepared at H J Mulliner/Rolls-Royce's facility in London, he requested that they update his car to S3 specification to include the quad headlamps and different front wings. By this time the S3 was no longer available, hence Mr Bates' decision to have his S2 updated.

St Helier Garages looked after Mr Bates' updated S2 throughout his time in Jersey over the next 40 years, by which time the mileage total had risen to only some 70,000. Brought back to London after Mr Bates' ownership, the Continental was reregistered and treated to a top-end overhaul of the engine. Since then the Bentley has belonged to only its third owner – living in Belgravia where he keeps half-a-dozen Bentleys and Rolls-Royces dating from the 1950s and 1960s, all of which are cared for on his behalf by Graeme Hunt Ltd. With only three owners from new and relatively few miles covered over the course of its 59 years, this wonderful S2 Continental remains in outstandingly original condition and is worthy of the closest inspection.

£180,000 - 220,000
£200,000 - 240,000

283

1951 JAGUAR C-TYPE RE-CREATION

Registration no. PPW 67

- Constructed using original Jaguar Browns Lane drawings
- RAC Woodcote Trophy Class Championship winner 2017
- Rebuilt Sigma engine
- Rebuilt gearbox and differential
- New brakes and tyres
- Full FIA HTP



1,2 & 3 The C-Type racing at Spa in 2017

"The C-type was the car which brought Jaguar international recognition. Yet this beautiful car was the first ever competition model from a company which was almost entirely new to international motor racing. Its originators had never previously designed a race car, nor had the C-type even turned a wheel in anger before it competed at Le Mans. And it had been built in an extraordinarily short time." – Paul Skilleter, *Jaguar The Sporting Heritage*.

The XK120C's quite astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles. Jaguar built only 54 C-Types, a total that includes both works and production cars, and it is worth noting that the first three Formula 1 World Champions - Giuseppe Farina, Alberto Ascari, and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.

In July 1951, *The Autocar* fully described the XK120C with detailed drawings and specifications. By this time, the C-type had already achieved its first victory at Le Mans with a team comprising the first three cars made. Jaguar then put the C-Type into limited production.





The specification of these production cars differed from the original three works cars only in minor details: e.g. different bonnet louvres, chassis channels not drilled, and 2" SU H8 carburettors instead of the Le Mans cars' 1¼". Because these cars were largely sold to already well known competitors, their specifications differed from car to car depending on customer preference, while towards the end of production the A-bracket on the rear axle was changed to a single trailing arm.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing healthy demand for replicas of Jaguar's rare and exotic sports-racer.

This particular example was hand-built some years ago to exacting standards using the original Jaguar Browns Lane chassis blueprints as supplied by the then Managing Director of Jaguar Cars, Browns Lane. Having also acquired the blueprints from the previous owner of the car, the vendor informs us that the chassis, engine, gearbox, and differential are all correct. Testifying to the accuracy of the build, this C-Type comes with a full FIA HTP that runs until 2025, making it eligible to participate in just about any historic race meeting or other event.

The current father and son owners have raced the C-Type for the last three seasons across Europe, competing at the world's best race circuits, including Silverstone, Donington Park, Brands Hatch, Thruxton, Spa, Le Mans, and Portimao. They have competed in three seasons of the Motor Racing Legends RAC Woodcote Trophy, and in 2017 'PPW 67' won the Class Championship, notching up numerous wins and podium finishes. This C-Type has also competed in three Jaguar Challenge races at Le Mans.

The car has never been damaged and has a delightful patina resulting from its successful racing career. It has just been fitted with a completely rebuilt MSA-sealed Peter Landa Sigma 3.4-litre race engine, only being driven for 30 minutes on public roads since, plus a rebuilt Moss gearbox, rebuilt differential, and new brakes and tyres, making it completely race-ready for any competition. 'PPW 67' is also fitted with the correct sand-cast twin SU carburettors and has a full set of correct aluminium-alloy wheels shod with fresh tyres.

The car is offered with a current MoT, and is sold complete with the cherished registration number 'PPW 67'. Also included in the sale are two re-trimmed correct brown leather driver's and passenger's seats; four spare wheels shod with new correct tyres; detachable roll bar; some new brake shoes; and some other parts. This is a proven very quick and competitive C-Type that is easily capable of winning again in the right hands.

£190,000 - 220,000
€210,000 - 240,000

284

**1970 ASTON MARTIN DBS VANTAGE
SPORTS SALOON**

Registration no. BHJ 231J
Chassis no. DBS/5685/R

- *Landmark Aston Martin model*
- *Believed in single ownership from new until 1998*
- *Present ownership since 2004*
- *Maintained regardless of cost by Trinity Engineering*
- *Restored by Trinity Engineering in 2017*





Styled in-house by Bill Towns, the beautiful DBS was Aston Martin's first all-new model for many years and caused quite a stir on its arrival in 1967, *Autocar* magazine observing that: "Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time".

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. This well proven engine was available in standard tune, producing 282bhp or, as a no cost option, to Vantage specification with triple Weber 45DCOE carburettors, special camshafts and a higher compression ratio, in which form its maximum was raised to 325bhp.

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the DBS was, inevitably, heavier but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.

"Turning to matters other than performance, we really were most tremendously impressed by the DBS" enthused *Car* magazine. "The interior, especially merits praise not only for its uniquely satisfying aesthetics and superb finish (way, way ahead of any Italian rival in this respect) but also for the thought that has gone into the ergonomics of its layout."

Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.

It is believed that this DBS Vantage was owned from new by a Mr Dixon until circa 1998 when it was acquired by a member of the Forbes family. (There is a six-month period in 1973 when it appears to be registered in another name but it reverts to Mr Dixon.) The present owner purchased the Aston at a UK auction in 2004, since when it has been meticulously maintained regardless of cost by Trinity Engineering with all bills (totalling £150,000) on file, including those relating to its restoration in 2017 at a cost of £102,000.

This fine manual example is a fast appreciating Aston Martin, offered with an old-style logbook, current MoT, a V5C Registration Certificate, and the aforementioned Trinity Engineering bills.

£120,000 - 150,000
€130,000 - 160,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

285

1988 LAMBORGHINI COUNTACH 5000 QUATTROVALVOLE COUPÉ

Registration no. E203 XUG

Chassis no. ZA9CA05A8JLA12269

- One of 610 5000 Quattrovalvole models made
- Recent extensive refurbishment in the UK
- Circa 34,000 kilometres from new



The ultimate iteration of Lamborghini's sensational Countach debuted in 1985 as the 5000 Quattrovalvole, named for its 5,167cc engine and new four-valves-per-cylinder heads. This 414bhp version was capable of an astonishing top speed of 186mph. In 1987, the design of the Countach became more outrageous still, with the addition of straked side skirts, no doubt inspired by Ferrari's rival Testarossa.

Completed in Lamborghini's Sant'Agata Bolognese workshop in October of 1987, this 1988 model year Countach 5000 Quattrovalvole finished in Bianco Polo Park and despatched to the USA. The Countach was driven sparingly by its first owner, an Illinois resident. By 1995, this rare Italian supercar had covered just over 8,000 kilometres when it was sold to a collector who kept it maintained and stored in a climate and humidity controlled museum for 15 years.

In January 2016, the Lamborghini was offered for sale at Bonhams' auction at Scottsdale, Arizona (Lot 66) and subsequently was imported into the UK. The car had covered 34,301 kilometres when it left the USA. The new owner then spent some £28,000 on refurbishment, the latter undertaken by Autofficina of Epsom, Surrey (bills on file).

These works included a bare metal re-spray in original Bianco Polo Park. Additional works included refurbishing the 'telephone-dial' alloy wheels, re-Connollising the original black leather interior, and a complete check over and full service with all faults rectified.

Thanks to careful maintenance over the last 30 years, this Quattrovalvole remains in excellent condition. All gauges and interior features, including the air-conditioning, are in fine working order. Offered with its original tool kit, jack, and unused space-saver spare wheel, this Countach 5000 Quattrovalvole is a guaranteed head-turner and performs as well as it looks. Accompanying documentation consists of a V5C Registration Certificate, magazine article, auction paperwork, MoT to August 2010, and the aforementioned bills.

£200,000 - 220,000

€220,000 - 240,000



1961 ALFA ROMEO GIULIETTA SPRINT SPECIALE COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. 167 YUJ

Chassis no. AR101 20 00415

- *One of only 1,366 produced*
- *Imported from Italy in 2013*
- *Left-hand drive*
- *Full UK history*
- *FIVA identity card*



With the introduction of the Giulietta, Alfa Romeo established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. First of the Giuliettas, the Bertone-styled Giulietta Sprint Coupé debuted at the Turin Motor Show in April 1954 powered by a 1.3-litre, all-alloy version of Alfa's classic twin-cam four designed by one-time Ferrari engineer Giuseppe Busso. The original Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions. The Giulietta family's success surprised even Alfa themselves; production targets were revised upwards and to satisfy demands for increased performance, upgraded 'Veloce' versions of the Sprint coupé and Spider convertible were introduced for 1956.

In 1957 Alfa Romeo introduced the model now recognised as the ultimate Giulietta - the Sprint Speciale – which was the first of the new 101-Series cars. Built on a slightly shorter wheelbase than the standard Sprint, and the work of Carrozzeria Bertone's Franco Scaglione, the mouth-wateringly curvaceous 'SS' came with 97bhp on tap, a five-speed gearbox, and a top speed of 200km/h (125mph) – a level of performance hitherto unimaginable for a 1.3-litre car.

Compact, aerodynamically efficient, and very powerful for its size, the SS proved highly successful in 1,300cc class racing the world over. A mere 1,366 had been produced by the time the model was superseded in 1963 by the 1,600cc Giulia version, which was the only car in the new range to retain an existing Giulietta body style. Today both of these rare models are highly prized by Alfa Romeo aficionados.

Representing a wonderful opportunity to own one of these rare and highly desirable Alfa Romeos, this Giulietta Sprint Speciale was imported into the UK in 2013 and comes with all MoTs and service/maintenance history accumulated since then. Finished in Rosso with contrasting grey interior (some of which still retains the original plastic covering), the Giulietta is offered with Italian paperwork, an Alfa Romeo UK letter of authenticity, FIVA identity card, V5C Registration Certificate, and (although no longer necessary) a fresh MoT. A head-turner wherever it goes, this stunning Giulietta Sprint Speciale is a 'must have' for connoisseurs of automobile design.

£75,000 - 85,000
€82,000 - 93,000

287

1924 AMILCAR CGS VOITURETTE

Registration no. BF 8498

Chassis no. 261

- One of the great French sporting voiturettes
- Completely restored in Switzerland in 2012
- Imported into the UK in 2017
- Eligible for VSCC events



One of France's foremost exponents of sporting voiturettes, Amilcar was founded by Andre Morel and engineer Edmond Moyet to build cyclecars with sufficient performance for Morel to realise his dream of competition success. Emile Akar, a Paris businessman, and Joseph Lamy, an executive at cyclecar maker Le Zebre, backed the partners' prototype, which was enthusiastically received. Production of the CC, Amilcar's first model, commenced in 1921.

Designed by Moyet, the CC featured Amilcar's own four-cylinder 904cc sidevalve engine, a three-speed gearbox, and quarter-elliptic springing, and would develop into the Types CS and 4C. The CC was praised for its excellent, responsive handling and adequate power, attracting a large and loyal following and setting the pattern for future models. It also provided Morel with his desired competition success when he became the 1100cc Class Champion of France in 1922.

The successor Amilcar CGS was by far the marque's most successful model, effectively establishing its reputation worldwide. Production began in 1924 and continued through 1929 with continuous improvement to a design of proven performance and reliability. Mostly fitted with two-seat bodywork (in aluminium at extra cost), the CGS encouraged owners to enter local competitions in which it proved highly successful.

This Amilcar CGS is believed to have been resident in France for much of its life before it was acquired by the previous owner in 2012 and treated to a complete 'ground upwards' restoration in Switzerland. A complete photographic record of the restoration comes with the car, including 'before' and 'after' images. In 2017, the Amilcar was brought to the UK where it was thoroughly checked and new cycle wings professionally fitted. The vendor estimates that some £20,000 has been spent on the car since its arrival in the UK, including fitting a new battery, servicing, oil changes, a new canvas tonneau, a three Marchal headlamp system, and upgraded wiring. There are bills on file for two engine rebuilds, the most recent in 2016.

Finished in Bugatti blue with leather interior, this Amilcar retains its original steel boat tail and woodwork; it also has its original axle and the differential's internals have been significantly updated to improve driveability. All instruments work, including the rare Nuvax fuel gauge. We are advised by the private vendor that the car is a delight to drive, and that it brakes well for one of its age. The last owner campaigned the Amilcar on winter and summer rallies and at Montléry.

Offered with a V5C Registration Certificate, French registration papers, and a large file of bills and other documents, this beautiful Amilcar CGS represents a rare opportunity to acquire one of the great French lightweight sports cars of the Vintage era.

£55,000 - 75,000
£60,000 - 82,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

1950 JAGUAR XK120 COUPÉ

Registration no. to be advised

Chassis no. S680236

- One of 2,484 left-hand drive XK120 fixed-head coupés
- Imported from Wisconsin, USA in 2018
- New floor, sills, battery, tyres
- Running well



"We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days." - William Heynes, Chief Engineer, Jaguar Cars.

When Jaguar resumed car production in 1945, it dropped its pre-war sports car line to concentrate on saloon manufacture. But at the 1948 Motor Show the firm astonished the public by announcing a new two-seater roadster, its 'XK120' name reflecting the top speed. The XK120 marked the arrival of Jaguar's famous 3.4-litre twin-overhead-camshaft XK engine, intended for the Mark VII saloon, then two years away. Its chassis was essentially a shortened version of the simultaneously announced Mark V saloon, with torsion bar independent front suspension.

The XK120's comfort and roadholding set new standards for British sports cars and, of all the XK series cars, its name alone reflected its top speed. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and no less than 132mph with the hood and windscreen detached and an under-tray fitted.

The car was instantly in demand, taking Jaguar by surprise. The first 240 examples retained coachbuilt aluminium bodies before Pressed Steel hulls took over. The open two-seater model was joined by a fixed-head coupé version in 1951 and a drophead coupé followed in 1953. The XK120 lasted until 1954 before making way for its XK140 successor. It was to prove the most popular of the series, with 12,078 examples built, and of these 2484 were left-hand drive fixed-head coupés like that offered here.

Formerly in long-term ownership in the USA, this XK120 fixed-head coupé was imported from Wisconsin in 2018. Recent works have included fitting a new floor and sills, a repaint, and fitting a new battery and tyres. Described by the vendor as running well, the car is expected to possess a V5C Registration Certificate by time of sale.

£60,000 - 80,000

€66,000 - 87,000

289

1961 MORRIS COMMERCIAL FF-K140 COACH

Coachwork by Marshall's of Cambridge

Registration no. 824 UYW

Chassis no. 5K/1774/A 149674

- Originally a BMC Mobile Service Training Unit vehicle
- Professionally restored within the last 3-4 years
- Original 5.7-litre diesel engine
- Original five-speed transmission with two-speed rear axle
- Rebuilt as a motor home/car transporter
- Comprehensive history file



This vehicle was used in the UK initially and subsequently on the Continent. When the company decided that these mobile classrooms were too expensive to run, they were returned to the UK and used for other purposes or sold off. This example is one of two sent to Canada in the early 1970s, being registered in Ontario in May 1973. In correspondence on file, one of the vehicle's Canadian owners - Mr Wendell Haines - recalls that after some two years of use the MTUs were left at the Dofasco Steel Company's plant in Hamilton, Ontario, remaining there for some seven years before being sold off to two of the firm's employees. This example was sold to a Mr Edward Fall and converted into a motor home by its new owner. It was painted white at this time, suggesting that it was in Unipart livery when sold off, and was given the Canadian registration 'VNY011' (certificate on file).

When Mr Haines acquired the vehicle it came with its original UK numberplates, but the Canadian licensing authorities would not allow them to be reinstated. After some 16 years of ownership, Mr and Mrs Haines sold the MTU to a Mr W A Guest, who immediately offered it for sale. The vehicle soon found a UK buyer, Mr Mark Nolan, and was shipped from Newark, New Jersey to the UK (see correspondence on file). Mr Nolan carried out various works over the next few years, including having the vehicle re-sprayed red with a white roof. Partially restored, the MTU was then offered for sale at auction in January 2005 when it was purchased by the immediately preceding owners.

The current vendor bought the vehicle from the 2005 purchasers towards the end of 2015. So far it has not been possible to retrieve the registration 'BMC 27', the main problem being the non-existence of the Middlesex licensing records, long since destroyed.

Since acquisition the MTU has been treated to a thorough professional restoration by various specialists. Traces of the original dark blue paintwork were discovered during the rebuild, but it was decided to complete the restoration by finishing the vehicle in Special Tuning livery to resemble '146 PFC', the original Special Tuning support vehicle. Basil Wales, Special Tuning's original manager, has given the livery his approval. This MTU is registered with the DVLA as a motor home, and has been equipped accordingly, boasting running water, a kitchenette unit (hob and sink), fridge, and a 'rock 'n roll' double bed complete with safety belts. There is comfortable accommodation for four. The vehicle also has an opening rear door, a full-width ramp, and an electric winch, and can easily accommodate a sizeable competition car.

Described by the private vendor as in generally very good condition, ex-works BMC MTU is offered with a comprehensive history folder and a V5C document. MoT and tax exempt, it will be driven to the sale. A transporter is the ultimate paddock accessory and this one is eminently suited to the role of Goodwood support vehicle. The vendor will be present at the sale and is willing to answer any questions from prospective purchasers.

£65,000 - 75,000
€71,000 - 82,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

290

2010 ROLLS-ROYCE PHANTOM COUPÉ

Chassis no. SCA3C68059UX29149

- *Delivered new to Germany*
- *Left-hand drive*
- *Only circa 21,000 miles from new*
- *Full Rolls-Royce service history*
- *Immaculate condition*



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.

When Rolls-Royce began work on the Phantom in 1999, new owners BMW took the project very seriously: looking at the marque's history and speaking with owners, collectors, dealers, and the R-REC to fully understand the task that lay ahead in creating a new series of models. Previously in charge of BMW's Formula 1 operations, Karl Heinz Kalbfell was appointed Project Manager and built a formidable team around him. Ian Cameron, a highly intellectual yet modest man, was chosen as director of the design team. Ian set up his design studio just off London's Hyde Park, in what previously had been a bank. Ian and his young team quickly set to work to create the first new Phantom in over 40 years. And what a magnificent job they did.



This new generation of Phantoms was a huge success, being highly acclaimed by the motoring press, dealers, and, most importantly, the customers. Once again Rolls-Royce Motor Cars had produced the pinnacle of luxury motoring. Ian Cameron retired from Rolls-Royce in 2012 after securing the foundations of the new brand. During his tenure he launched the Phantom Saloon, Drophead and Coupé models, plus the new Ghost and the Wraith in both Coupé and Drophead variants. These Phantom Coupés are rated among the very best, boasting a V12 engine of almost complete silence yet capable of producing 453bhp and so much torque that the mid-range acceleration is mind boggling.

"Refinement levels are extraordinary – this is easily the quietest car we've ever tested, Phantom saloon excepted" declared Car magazine. "Sitting in the Rolls-Royce at idle is like relaxing in a hermetically sealed vault. And that refinement never fades. It may have 2590kg to haul around but performance from the 6749cc V12 is never anything but silken, swift and silent. With 453bhp at 5350rpm and a hefty 531lb ft of torque at 3500rpm, the Phantom flows along with effortless ease, six-speed transmission slipping imperceptible between ratios." For a vehicle of its dimensions and weight, the Phantom Coupé was found to possess exemplary body control when driven hard: "... on a winding A-road the Coupé flows along far more quickly and cleanly than you'd anticipate.

Compared to the saloon, the Coupé gets updated suspension and a tweaked steering set-up. It works very well – the car feeling surprisingly alert and keen to change direction despite its size and weight. Lovely brakes too. The ride quality is equally astounding."

This Phantom Coupé was first registered to Rolls-Royce Motor Company here in the UK, although records show servicing being carried out in Germany and Monaco during use for publicity purposes. Thereafter, this beautiful left-hand drive example has had only one private owner (the current vendor) who purchased the car in 2012.

The car is finished in the most attractive Sable Pearl Metallic with Parchment hide upholstery and Burgundy accents but, of course, the 'Starlight' headlining is the interior's most stunning feature. The inventory of special features is too long to list here, but a few worthy of note are the brushed aluminium windscreen surround, bonnet and grille surround, the 21" star wheels, and the exposed exhaust pipes. The car comes complete with its original book pack, including the stamped service booklet recording servicing carried out by Rolls-Royce. Presented in the best possible order, this much loved Phantom Coupe is offered from a private collection of Rolls-Royces and Bentleys from all periods. Making way for the new line of Rolls-Royces, the Phantom Coupe ceased production in 2017 and has become increasingly collectible since, with this example being one of very few currently available for purchase worldwide.

£150,000 - 180,000
£160,000 - 200,000

291

1962 JAGUAR E-TYPE 3.8-LITRE LIGHTWEIGHT LOW-DRAG COMPETITION COUPÉ

Coachwork by RS Panels

Registration no. 244 YUS

Chassis no. 878364

- Full alloy bodywork
- New Sigma race engine
- Crosthwaite & Gardiner wide-angle cylinder head
- A many-time participant in Le Mans Classic, Le Mans Legend, Spa 6-Hours
- The most reliable and most successful E-Type in many Jaguar events



Right from the moment deliveries commenced in 1961, the E-Type began to find its way on to the world's racetracks. In the Grand Touring class for production sports cars the E-Type proved competitive right from the start, Graham Hill celebrating the model's racing debut by winning at Oulton Park on 3rd April 1961.

The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built, but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.

This was not the first occasion that a low-drag body had been tried on the E-Type; Jaguar's Experimental Department had built one in 1962 but the project was shelved.



To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963. '4 WPD', the works development E-Type racer campaigned by John Coombs and driven by Graham Hill, was converted to lightweight specification and served as the prototype.

The 12 cars built by the factory were intended for the use of competition orientated Jaguar dealers or specially selected private entrants. Two of them, campaigned by Peter Lindner (Jaguar's Frankfurt distributor) and Peter Lumsden, were fitted with a revised, low-drag tail section devised by aerodynamicist Malcolm Sayer, the man responsible for the standard production E-Type. This move to a more aerodynamic design had been prompted by the fact that although the GTOs had proved beatable on British short circuits, on faster tracks and in events of longer duration they decisively held the upper hand.

The best result obtained at international level by a low-drag E-Type was achieved by Dick Protheroe's ex-works experimental E-Type racer (the solitary prototype of 1962), which triumphed at Reims in the face of stiff GTO opposition, albeit in a race of only 25 laps.

Sadly, the lightweight and low-drag E-Types failed to fulfil their potential in the endurance classics, though the car did prove able to take on and beat the Ferrari GTOs at shorter distances. Today, copies of this rare competition variant are among the most popular and sought after of all E-Type replicas.

The fabulous E-Type competition car offered here was constructed using an RS Panels aluminium-alloy body patterned on that of the works' experimental one-off low-drag coupé. Shelved by the factory, that car was bought in 1963 by long-time Jaguar exponent Dick Protheroe, and for a while carried his famous registration, 'CUT 7'. The enthusiast vendor advises us that this car has a coefficient of drag 11% lower than the normal E-Type Lightweight. Wind tunnel developed, it has proven to be the most reliable and most successful E-Type in many Jaguar events.

This car boasts a recently installed brand new Sigma race engine, which is fitted with a Crosthwaite & Gardiner wide-angle cylinder head (see bills totalling circa £45,000 on file). A many-time participant in the Le Mans Classic, Le Mans Legend, and Spa 6-Hours endurance races, this E-Type is FIA compliant, fully race prepared and ready to race, having been fully restored to 'as new' condition. A rare opportunity.

£220,000 - 280,000
€240,000 - 310,000

1962 PEDRAZZINI CAPRI SUPER DELUXE RUNABOUT

Hull no. to be advised

- Length overall: 7.4m
- Beam: 2.45m
- Draught: 0.65m
- Displacement: 1,900kg
- Engine: 5.7-litre Yamaha V8



"One can search Pedrazzini in vain for technological novelties or fads. The yard lays claim only to being the best builder of traditional solid-mahogany runabout hulls." - Professional Boatbuilder

In 1906, Italian-born Augusto Pedrazzini left his Lake Como home and moved to Switzerland. Having worked for master boatbuilder Giuseppe Abbate, Augusto soon found employment in the local boatyards. Eight years later he set up shop in Bäch on the shores of Lake Zurich where he crafted fishing boats and sailing boats. His son Ferruccio shared his father's passion for boatbuilding, and studied nautical science and design. The company is still owned and run by the Pedrazzini family, with Augusto's grandson Claudio at the helm, safeguarding its traditions.

Building on the success of the small Superleggera dinghy, it was Ferruccio who, in the 1950s, introduced the Capri, an influential design that still inspires makers of today's runabouts. Indeed, so successful was the Capri, with its distinctive rounded stern - designed to provide easy access to the water for swimming and water skiing (original pole included in lot) - that the model remains in the Pedrazzini catalogue to this day.

Pedrazzini has been a master of the boatbuilding craft for over 100 years, and the company's mahogany runabouts are crafted by hand with immense skill and extreme patience using only the most carefully selected materials, just like they have always been.

Meticulously finished and assembled, a single runabout can take up to nine months to complete. Only some six or seven boats are completed each year, making Pedrazzini ownership available only to the privileged few.

Owned by the vendor for nearly 20 years, this 57-year-old craft is well preserved both inside and out, with special attention paid to regular re-varnishing. It is presented in original condition, including the cockpit and its quilted and red-piped cream vinyl upholstery. The boat features a full planing hull incorporating spray rails and a full-length chine, which is constructed of top quality mahogany double-diagonal carvel planks, while the deck is made of hand-laid mahogany laminates. Power is supplied by a 5.7-litre Yamaha V8 engine, in good working order and impressively responsive. The convertible spray hood is cleverly designed to stow quickly and discreetly, and functions as it did when it left the boatyard. As classic runabouts go they don't get any better than this wonderful Pedrazzini Capri, whose timelessly elegant styling makes it stand out from the crowd in any company.

£40,000 - 50,000
€44,000 - 55,000

293

1969 DENNIS D-TYPE FIRE ENGINE/CAR TRANSPORTER

Registration no. XKK 54

Chassis no. 1.1204/231

- Supplied new as a fire engine to New South Wales, Australia
- Decommissioned and sold off in 1999
- Converted into a race transporter
- A regular sight at Goodwood



Since 2017, the Goodwood Road Racing Club has had the pleasure of having this Dennis D-Type Fire Engine at Goodwood to assist in providing a backdrop and promotional space to promote the Goodwood Road Racing Club Fellowship.

The Dennis has been housed at Goodwood for the 2019 season and in exchange the GRRC has provided the owner with access to Goodwood's headline events. The Dennis transporter has become the flagship for the Fellowship at its headline events at Goodwood, and always draws a crowd as it often carries a competition car on the back, which really attracts attention.

Chassis number '1.1204/231' was ordered late in 1969 and delivered to New South Wales (NSW) Fire Brigade in the early 1970s. It is one of 75 Dennis D Water Tenders supplied to NWS Fire Brigades, and served the Sydney suburb of Busby from November 1971 and later the rural townships of Warialda and Inverell before being decommissioned and sold off in 1999. Its original Australian registration was 'FBY-446'.

The vehicle was later purchased by classic car aficionado Norm Bolito, who had 'Dennis the Menace' converted into his team's new race car transporter to take the team's Chrysler competition vehicles to motor sports events across Australia. Noteworthy features include Bostrom air-ride seats, fold-out stainless steel workbench, gas barbecue, and a 12-volt fridge/freezer.

In 2003, the Dennis was returned to the UK by its current owner to transport his ex-Mike Hawthorn works 1955 Jaguar D-type. This was quite fitting as this Dennis 'D' is powered by a 1964 4.2-litre Jaguar XK engine, and 1958 Formula 1 World Champion Hawthorn worked at Dennis Bros for a while.

The Goodwood Road Racing Club has thoroughly enjoyed working with the owner and is truly grateful that it has had access to the Dennis for the last few years. The GRRC would love the opportunity to continue this relationship with the vehicle's new owner. The vehicle is MoT'd to August 2020 and comes with a V5C Registration Certificate.

£35,000 - 40,000
€38,000 - 44,000

294

1972 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. PTK 1K

Chassis no. 1S1200

- *Original Right hand drive*
- *Rare Manual Gearbox*
- *Over £34,000 spent with marque specialist*



Testing the E-Type Series 3 back in 1972, Road & Track magazine reckoned the new V12 power unit, "a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold.

The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range".

An original right-hand drive model equipped with the desirable manual transmission, this E-Type V12 roadster was delivered new in the UK in February 1972 to a Mrs Hewitt and comes with its original stamped service booklet, confirming the delivery date new from Henleys and early service history.

We are advised that the car has benefited from ongoing refurbishment, some £34,000 having been spent with Southern Classics, and that it comes with an extensive history file containing bills, MoTs, tax discs, and instruction manuals. Noteworthy features include headrests, wire wheels, and a four-branch stainless steel exhaust. The car is offered with a V5C Registration Certificate and MoT to August 2020.

£70,000 - 80,000

€76,000 - 87,000

295

1959 AUSTIN-HEALEY BONNEVILLE SEBRING SPRITE HISTORIC RALLY CAR

Registration no. FEY 678

Chassis no. AN526435

- Present ownership for 27 years
- Supercharged 960cc A-Series engine
- Extensively campaigned on historic rallies
- Extensively up-rated
- FIA/MSA homologated



Intended to make sports car motoring available to a wider market, the Donald Healey-designed Sprite entered production in March 1958. The car's unitary construction bodysell featured a distinctive forward-hinging bonnet/wings topped by two 'Frog Eye' headlamps, thus ensuring instant recognition and the now familiar nickname. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance. Light, small and nimble, the Sprite soon found its way into competition, and the works entry of John Sprinzel immediately took a class win on the 1958 Alpine Rally. Healey and Sprinzel then set about improving the Sprite fitting disc brakes and revised front bodywork to produce the Sebring Sprite. Although never a product of BMC, it is a model recognised in its own right by the FIA. Meanwhile back in Abingdon, the BMC Competitions Department set about developing a supercharged version to capture land speed records at the famous Bonneville Salt Flats in Utah. Flushed with success, a supercharger was subsequently offered as a tuning option and hence the supercharged Bonneville was homologated in 1962.

This charming classic rally car has been loved, developed and campaigned by its current owner for 27 years, amassing an impressive competition record. It has competed in approximately 20 major rallies including the Monte Carlo Historique (twice), Classic Marathon (twice), The Rally of the Tests (twice), and Liège-Rome-Liège, securing various class wins and even a concours trophy. This working competition car has all the right bits and comes with an extensive history file.

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

Specification highlights include the following:

- 948cc A-Series engine bored to 960cc
- Big-valve cylinder head
- Lightened flywheel
- Shorrock C75 supercharger
- Triple-row radiator
- Correct smooth-case gearbox with needle roller bearings
- Straight-cut close-ratio gear cluster
- 4.5:1 differential
- Up-rated half-shafts and bearings
- Up-rated suspension
- Lockheed front discs brakes and up-rated rear drums
- Works type 9-gallon fuel tank with guard
- Period Sebring seats
- Works-type glassfibre hardtop
- Williams & Pritchard Sebring front end

Available only because owner is a little less 'spritley' than he was, the car comes with an owner's handbook, BMIHT Certificate, FIA/MSA Historic Vehicle Identity Form, MSA Historic Technical Passport, FIA/MSA Historic Regularity Rally Car Pass, RAC/MSA homologation papers, Shorrock supercharger fitting instructions, and an engine build sheet.

£18,000 - 22,000
€20,000 - 24,000

1963 CHEVROLET CORVETTE STING RAY CONVERTIBLE

Registration no. ATL 528A
Chassis no. 30867S113501

- Dating from the first year of *Sting Ray* production
- Manual transmission
- Immaculate condition



'The Sting Ray hit the American sports car market like a thunderclap, reminiscent of the knock-'em-dead debut of the Jaguar E-Type two years previously; comparisons were not slow to materialise. For the first time in history the Corvette was a sell-out success.' – Richard M Langworth, *The Complete Book Of The Corvette*.

To say that the Sting Ray's arrival in 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Indeed, such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. This new frame was the work of Corvette Chief Engineer, Zora Arkus-Duntov who said: "For the first time I have a Corvette which I am proud to use in Europe".

As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. All '63 Corvettes were powered by Chevrolet's 5.4-litre V8 engine, which was available in four different stages of tune. A little over 21,000 Sting Rays were made in 1963, the production split being roughly 50/50 coupé/convertible. As is the case with most American cars of this period, the Corvette buyer could choose from a host of factory options with the result that seldom are two cars exactly alike. Now recognised as representing a 'golden age' for the Corvette, the Sting Ray version was manufactured from 1963 to 1967 and has since gone on to become a highly collectible modern classic.

The present owner purchased this manual transmission Sting Ray convertible in October 2018 from a friend who had imported it from California, USA. UK registered, the car is described by him as immaculate throughout, having been kept garaged since its arrival in this country. Strikingly finished in yellow with contrasting black interior, this landmark American sports car is offered with a V5C Registration Certificate.

£55,000 - 65,000
€60,000 - 71,000

297

1973 JENSEN INTERCEPTOR SERIES III SPORTS SALOON

Registration no. DUO 636L
Chassis no. 1368065

- *Styled by Carrozzeria Vignale*
- *Restored in 2018*
- *Upgraded suspension*
- *Exceptional history file*



Brothers Alan and Richard Jensen first became involved with car design and construction in 1925 when their efforts to improve on the styling and performance of an Austin Seven Chummy attracted much favourable attention. A few Jensen-bodied Fords were produced in the mid-1930s before a more serious manufacturing effort commenced in 1938. Post-WW2 Jensen kept afloat by producing bodies for other manufacturers, most notably Austin-Healey, while producing its own stylish GTs in limited numbers. It was not until the Interceptor's arrival in 1967 that cars began to leave the West Bromwich factory in large numbers.

With the Interceptor's introduction Jensen switched from glassfibre to steel for its car bodies, though 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. Four-wheel servo-assisted Dunlop discs looked after the braking while the ride quality could be varied by the Armstrong Selectaride dampers' dashboard control. Leather upholstery, reclining front seats, and walnut veneer trim were all standard features of this Vignale-styled Anglo-American GT, 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 October 1971, came with a 7.2-litre engine, better seats, central locking, and GKN alloy wheels. By the time the final J-series came along, air conditioning and Sundym glass had been standardised on UK-market right-hand drive cars.

First registered to a member of the Jensen Owners' Club, this Interceptor III comes with a huge history file containing expired MoTs and bills for repairs and servicing dating back to the 1970s together with an original Interceptor III handbook. We are advised by the private vendor that research suggests this early J-Series Interceptor III may have been retained by the factory for publicity purposes. The Jensen was restored in 2018 and upgraded with following: Spax adjustable shock absorbers, Interceptor II coil springs, stainless steel performance exhaust system, and an up-rated Holley carburettor. Described by the vendor as in generally very good condition, with an overhauled chassis, superb paintwork, and a lovely original interior, this exciting Anglo-America Gran Turismo is offered with restoration invoices, a V5C Registration certificate, and the aforementioned history file.

£45,000 - 55,000
€49,000 - 60,000

1959 JAGUAR MK1 3.4-LITRE SPORTS SALOON

Registration no. 882 VDU

Chassis no. S990633DN

- *An evocation of Mike Hawthorn's Jaguar Mk1*
- *Built by marque specialist Guy Broad*
- *Modified and up-rated*



Launched in 1955, the 'Mk1' (as it would be known after the Mk2's arrival) extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MKVIII 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 bodyshell stronger than it actually 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.

The car offered here is a truly stunning and very rare Jaguar Mk1 built in 1996 by leading Jaguar motor sport specialist Guy Broad as a tribute to the late Mike Hawthorn, whose own much-modified Mk1 was destroyed in that fatal accident on the Guildford bypass. Hawthorn's car was registered 'VDU 881' so this one with its '882 VDU' registration seems particularly appropriate.

It is based on a sound body, beautifully finished in correct British Racing Green, and incorporates up-rated mechanical components to replicate the Hawthorn car. Twin 2" SU HD8 carburettors are matched to gas-flowed inlet manifolds, while the engine itself features D-Type camshafts and a ported and flowed cylinder head. Exhaust gases are carried away via a Broadport six-branch extractor manifold.

Power assisted rack-and-pinion steering affords improved controllability, aided by Koni dampers, Poly bushes all round and Vredestein Sprint Classic tyres, while four wheel disc brakes ensure that the car stops as well as it handles. The Hawthorn theme is finished off with a period badge bar, Lucas fog and spot lamps, period map light and period seatbelts, and correct tools. Hawthorn's Tourist Trophy Garage badge is a particularly nice touch.

'882 VDU' has been the subject of articles in many Jaguar magazines, copies of which are in the history file together with original sales brochures, and the car also comes with a current MoT certificate and V5C registration document. Since the current vendor bought the car in 2015, it has been used sparingly and has benefitted from cylinder head and brake overhaul. Able to hold its own in modern traffic and said to be a pleasure to drive, this up-rated Mk1 affords the prospect of comfortable travel 'four-up' in some style. It is perfect for attending events such as the Goodwood Revival, Festival of Speed, etc.

£40,000 - 50,000
€44,000 - 55,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

299

2016 LAND ROVER DEFENDER 90 HERITAGE HARDTOP 4X4 UTILITY

Registration no. LH16 HUE

Chassis no. SALLDWNP7GA487032

- One of only 400 Defender 90 Heritage Hardtop models produced
- One of the last Land Rovers off the production line
- Less than 30 miles from new
- Immaculate condition



Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name; Defender. Making this more than merely a re-branding exercise was the introduction on the Defender of a new turbo diesel engine that brought with it useful increases in maximum power, torque, and fuel economy when compared with the old normally aspirated diesel it was based on. Now boasting bold 'Defender' logos, the Land Rover continued its seemingly inexorable process of development, gaining disc brakes and power assisted steering as standard during the 1990s together with a host of other improvements.

Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. The incremental improvements mentioned above would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016. Its successor is keenly awaited.

Over the years there have been countless Special Editions, one of the last being the 90 Heritage Hardtop, of which only 400 were produced. The Heritage Hardtop had been introduced to celebrate almost 68 years of production and the ending of Defender manufacture in January 2016. The Heritage boasted many special features including Grasmere Green paintwork – used for the original, or so the story goes, because there were abundant supplies of this military-specification paint available. The Heritage also featured a black square on the wing with 'HUE 166' picked out in white lettering, referencing the registration of the first pre-production Land Rover. Other special features included the classic 'lightning bolt' Land Rover badge, the Heritage-style front grille, mud flaps, colour-matched wheels, and a white roof. Of the two versions produced - Station Wagon and Hardtop - the latter, as seen here, is the rarer.

One of the very last Defenders off the production line, this collectible 90 Heritage Hardtop has covered fewer than 30 miles in total and is presented in effectively 'as new' condition. Door hinge bolts changed to stainless steel and the provision of seat covers are the only notified deviations from factory specification. Offered with a V5C Registration Certificate, 'LH16 HUE' represents a wonderful opportunity to own a pristine example of the model that brought the curtain down on 68 years of Defender production.

£45,000 - 48,000
€49,000 - 52,000

1966 FORD F-350 CAR TRANSPORTER

Registration no. TRX 485D

Chassis no. F35BR833073

- *Classic Ford light truck*
- *Rare car transporter application*
- *5.8-litre V8 engine*
- *Four-speed automatic/overdrive transmission*



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. First introduced in 1948, Ford's F-Series has been America's best-selling light/medium truck for the last 40-plus years, generating billions of dollars annual income for its maker. Models available include full-size pickup trucks, chassis cab trucks, and all manner of commercial vehicles.

A relatively rare application, the transporter offered here is an example of the fourth generation F-Series, introduced in 1960 for the 1961 model year. Unitary construction of the cab and body made its first appearance on the F-Series at this time, though the combined cab/body was still mounted on a traditional separate chassis. Ford's customers, however, remained unconvinced of this new arrangement's virtues and the 'unibody' trucks were dropped during the 1963 model year.

In October 1964, an all-new chassis frame was introduced on the 1965 F-Series, which would remain in use until 1979. The body, though, remained largely unchanged apart from the turn signals being moved above the headlights on 1965 and 1966 models. Along with the new chassis came Twin I-Beam coil-sprung independent front suspension, replacing the rudimentary and outdated live axle. Three new engines were available: straight sixes of 3.9 and 4.9 litres, and a 5.8-litre V8.

This vehicle was built in 2012 by Derek Drinkwater as an homage to the Hot Wheels transporter. We are advised that it sleeps two; has cooking facilities and running water; and will carry any car and tow any trailer with a car onboard. The vehicle can be driven on a car licence and is road tax and MoT exempt. Its specification includes a 5.8-litre fuel-injected V8 engine; four-speed automatic/overdrive transmission; power disc brakes; and load-compensating adjustable air suspension at the rear. Offered with a V5C Registration Certificate.

£25,000 - 30,000
£27,000 - 33,000

301

1968 ALFA ROMEO GT 1300 JUNIOR COUPÉ

Registration no. not UK registered

Chassis no. AR1291049

- Imported into Europe from South Africa
- Rare right-hand drive model
- Present ownership since 2011
- Registered in Germany



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Carrozzeria Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph, while improvements to the inlet ports characterised the more-powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1967.

The success of the Giulia 1300 TI saloon, a cheaper alternative to the Giulia 1600 TI, prompted Alfa Romeo to do the same with its Bertone-styled coupé. Introduced in 1966, the GT 1300 Junior looked almost exactly like its big brother but came with the 1,290cc version of Alfa's twin-cam four under the bonnet.

Equipped with two twin-choke Weber carburettors, the '1.3' produced 89bhp at 6,000rpm, which was good enough for a top speed of around 105mph (170km/h), not far short of the 1600's maximum. Externally, the GT 1300 Junior was distinguishable by its slightly different radiator grille, boot lettering and hubcaps, while the interior was more basic than that of the larger model. Exhilarating driver's cars, the GT range was an immense success for Alfa Romeo, enjoying a 14-year production run lasting until 1977.

This rare right-hand drive GT 1300 Junior was imported into Germany from South Africa in 2006 and purchased by the current vendor in 2011. Since then the Alfa has benefited from mechanical refurbishment that has included fitting a new exhaust system, shock absorbers, wheels, alternator, all hoses, etc, and is described as in good overall condition. The car is offered with German registration papers and TÜV.

£15,000 - 20,000

€16,000 - 22,000

No Reserve

1960 LAMBORGHINI DL20 2241R TRACTOR

Registration no. not registered

Chassis no. DL20A3496A

- *Rare Lamborghini tractor*
- *Ferruccio Lamborghini's favourite tractor*
- *Professionally restored in Italy*
- *A most affordable route to Lamborghini ownership*



Built well before the foundation of Automobili Lamborghini SpA in 1963, this DL20 tractor represents the heritage of Ferruccio Lamborghini's automotive empire. After serving as a mechanic in the Regia Aeronautica during WW2, Lamborghini set up a small car and motorcycle repair shop near Modena before branching out into the manufacture of tractors using surplus military hardware. Within a few years, production had risen from one tractor a week to around 200 a year, and new Italian-made engines were replacing the old war surplus. By the mid-1950s Lamborghini Trattori SpA had become one of the largest agricultural equipment manufacturers in Italy, gratifying state of affairs that no doubt prompted Ferruccio Lamborghini's declaration: 'A tractor a day keeps the misery away!'

The twin-cylinder 18hp DL20, as seen here, was one of four new models introduced in 1952. Apparently Ferruccio's favourite tractor, the little DL20 was selected to play an important role in the Lamborghini story.

In 1993, Ferruccio Lamborghini passed away and his funeral took place in Perugia on 24th February that year. The funeral cortège passed through a cordon of every model of Lamborghini car ever made and as many tractors as could be assembled. Ferruccio's coffin was laid on a flower-bedecked cart pulled by a DL20.

The beautiful DL20 offered here has benefited from a full 'last nut and bolt' restoration to concours standard by Italian specialists Ernest & Nicola Formillan, the most respected restorers of Lamborghini Trattori whose efforts have graced Lamborghini show stands the world over. Currently unregistered and sold with a NOVA declaration, this superb tractor would make a distinctive and welcome addition to any significant collection of classic agricultural machinery, or a unique addition to any Lamborghini collection. It has the potential to draw crowds, especially when exhibited alongside the most beautiful supercars sharing the marque's famous 'Raging Bull' emblem, such as the legendary Miura and Countach.

£18,000 - 22,000

£20,000 - 24,000

303

1944 WILLYS JEEP 4X4 LIGHT UTILITY

Registration no. KXS 656

Chassis no. MB320184

- *The most iconic military vehicle of all time*
- *Fully restored in Italy*
- *Little used since restoration*
- *Ideal period transport for the Goodwood meetings*



Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype was up and running by 1940, meeting the Army's requirements apart from the engine, which was deemed insufficiently powerful. The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille.

Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This excellent, museum quality example was fully restored in Italy, where it may well have seen service during WW2, before being placed in dry storage for many years, seeing only occasional use. Offered with a V5C document, this restored Willys Jeep would be ideal period transport for next year's Goodwood meetings and other prestigious motoring events, particularly those devoted to military vehicles.

£22,000 - 28,000

€24,000 - 31,000

C.1976 LAND ROVER SERIES III 109" 4X4 TOW TRUCK

Registration no. JTR 506P

Chassis no. 26600183C

- *Desirable 2.6-litre six-cylinder petrol engine*
- *Chassis and bodywork restored and repainted*
- *Reconditioned engine; rebuilt transmission*
- *Galvanised roof, framed bonnet, and doors*
- *Towing crane fitted*



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 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles. Its replacement is keenly anticipated.

A Series III model on the 109" wheelbase, this Land Rover tow-truck has the desirable 2,625cc six-cylinder petrol engine only available on the long-wheelbase models. This six-cylinder engine had been introduced on the Series IIA and was a revised version of that previously found in the Rover 100 saloon car. It gave the Land Rover the high-speed cruising capability it had previously lacked and was continued on the Series III.

Introduced in 1971, the Series III would prove to be one of the longest-lived models. Mechanical changes were relatively few, the major improvements being an all-synchromesh gearbox and a bigger clutch, the most obvious departure from the preceding IIA being an extensively revised and up-rated interior.

We are advised that 'JTR 506P' benefits from ongoing restoration, including restoring and powder-coating the chassis which is described as in 'as new' condition. The bodywork likewise has been restored to as new condition and repainted, while the interior has three new seats. The engine has been reconditioned and is in running order and the transmission rebuilt. As to be expected with any car in the final stages of a long-term restoration project, 'JTR 506P' still has some minor outstanding cosmetic and electrical components to be completed by the buyer, but is generally in very good condition. The only modifications from factory specification listed are a galvanised roof, framed bonnet, and doors, and a rare Salisbury front axle.

Also fitted with a vehicle towing crane, 'JTR 506P' is offered with a V5C Registration Certificate and would make for an ideal support/ pit vehicle for historic race meetings such as here at Goodwood.

£15,000 - 25,000

£16,000 - 27,000

305

1959 MORRIS MINI MINOR DELUXE SALOON

Registration no. 444 LJO
Chassis no. M/A2S4L/4864

- *Single family ownership from 1960 to 2014*
- *Highly original*
- *Present ownership since 2014*
- *Recent extensive refurbishment*



"The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact 'real' car Britain ever produced." – Chris Rees, *Complete Classic Mini*.

Manufactured in October 1959, this very early Morris Mini Minor was exported new to Sweden but soon returned to the UK. Purchased by the immediately preceding owner's grandmother in June 1960, it passed in September 1998 to her father, Don Reid, who worked at BMC's Cowley plant for 31 years. The car retains its original engine and has always been well maintained, though it saw relatively little use as the years progressed. '444 LJO' was displayed at the Gaydon Mini Festival in 2009 and took part in that year's Mini 50th anniversary celebrations (certificate on file).

In December 2014, the car was offered for sale at Bonhams' Oxford auction (Lot 367) where it was purchased by the current vendor. At that time it was described to have been "Repainted in its original Clipper Blue" and "in generally very good condition mechanically, with good chassis, body, paintwork and original blue/cream vinyl interior".

Refurbishment carried out since then has been done with the aim of preserving as much originality as possible; only parts beyond repair were replaced, which included both wings and the front panel. The front and rear side panels, door sills, and spare wheel compartment were repaired, and all aged rubber parts replaced. The entire body was then primed and repainted in the original colour. Other parts replaced include the fuel pump and rear shock absorbers, while the dynamo was repaired. The upholstery is original and has been re-sown where necessary. It is believed the carpets were replaced by the previous owners.

We are advised that the engine has not required any attention other than an oil change. According to the vendor, this is probably the quietest Mini he has driven: "At idle you have to pay attention to know that the engine is on. It pulls well and can keep up easily with modern traffic. Gears and clutch both work very well. Brakes have not needed any attention as they work very efficiently and pull up straight".

This delightful Mk1 Mini is offered with a BMIHT Certificate, sundry invoices, a V5 registration document, and a copy of Classics magazine (December 1999 edition) featuring it on the front cover and in an article.

£12,000 - 18,000

€13,000 - 20,000

No Reserve

306

Property of a deceased's estate

**1962 BENTLEY S2 CONTINENTAL
FLYING SPUR SALOON**

Coachwork by H J Mulliner

Registration no. AOT 284A

Chassis no. BC82CZ

- *One of 71 right-hand drive examples*
- *Delivered new in the UK*
- *Fastidiously maintained*
- *Exceptional history file*



This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis.

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy 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 transmission being the sole offering.



The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number 'BC99BY' - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

One of the last of its type built by H J Mulliner, this Bentley S2 Continental Flying Spur comes with extensive historical documentation dating back to 1976. There is no record of any major restoration work but annual servicing has been impeccable.

Apparently resident in the UK all its life, the Bentley was acquired by the vendor circa 2011 having previously belonged to the Rt Hon Michael W L Morris (Lord Naseby) from 1994 and Mr Peter King before him.

There are invoices on file dating from the 1980s and 1990s for general servicing and maintenance issued by P&A Wood and Haines & Haines, and others for the period 2004-2008 from JK Engineering for an engine rebuild, full service, stainless steel exhaust system, seals, brakes overhaul, wiring, spark plugs, etc. Alan Carrington appears to have been entrusted with the Bentley's upkeep in more recent years, there being bills on file for the period 2010-2011 totalling £14,000 for works and parts including re-trimming the boot in red St James Wilton Carpet; full new headlining in beige West of England cloth; fitting classic seatbelts with chrome buckles; refurbishing the interior woodwork; re-spray in dark blue; detailing the engine bay; and a new steering ram kit. A modern ignition system, electric windows, and the aforementioned seatbelts are the only notified deviations from factory specification.

The history file contains the aforementioned bills; copies of the original specification and delivery paperwork; assorted DoT correspondence; old/current V5C Registration Certificates; a Bentley Continental S2 booklet (hardback); a parts list; and a substantial quantity of expired MoTs and tax disks. A wonderful opportunity to own a fastidiously maintained and exceptionally well documented example of this rare and sought-after Bentley.

£80,000 - 120,000
£87,000 - 130,000

307 N

1958 CHEVROLET CORVETTE ROADSTER WITH HARDTOP

Registration no. not UK registered
Chassis no. J58S107319

- 283ci (4,639cc) V8 engine
- Manual transmission
- Imported from the USA in 2015
- Previous ownership since 1981
- 'Body off' restoration between 2018 and 2019



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. A facelift for 1958 saw the Corvette gain a quartet of chrome-rimmed headlamps and a host of other more minor styling changes. By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque.

Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

Like most American cars, the Corvette was available with a host of optional extras, with the result that seldom are two exactly alike. It is obvious that the first owner of this outstanding example was keen to extract increased performance from his Corvette, ordering it with the optional 283ci (4,639cc) V8 engine. This car was purchased from the USA by the current vendor in November 2015 and imported in December of that year (sales invoice and import documentation on file). The previous owner, a Mr Ross, had owned the Corvette since 1981. Treated to a comprehensive 'body off' restoration undertaken between 2018 and 2019, the car is presented in beautiful condition and comes complete with a soft-top and hardtop (see restoration photographs on accompanying USB stick). Sold only because the current owner is thinning out his collection, this beautiful Corvette is ready for the next fortunate owner to enjoy.

£65,000 - 85,000
€71,000 - 93,000

308 * N

1959 FMR/MESSERSCHMITT TG500 MICROCAR

Registration no. not registered

Chassis no. 20655

- Ultra-rare high-performance Kabinenroller
- Present ownership since 2005
- Offered fresh from long-term restoration
- Restoration bills available



Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt *Kabinenroller* microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Derivatives included the KR201 Roadster and Cabriolet soft-tops and the fearsome four-wheeled Tg500 sports model, known unofficially as the 'Tiger'. As its nomenclature suggests, the Tg500 was powered by a 500cc engine: a twin-cylinder air-cooled two-stroke designed by the firm of Fichtel & Sachs. Unlike that of the single-cylinder KR175 and KR200, the Tg500 unit came with a reverse gear in the 'box.

This example of one of the rarest and most desirable of *Kabinenroller* variants was purchased in 2005 in distressed condition and semi-restored, albeit poorly. The owner then embarked on a long-term restoration, commencing by stripping the vehicle completely and restored the engine and gearbox, renewing all the bearings and bushes. He also replaced the piston rings and all gaskets using original materials. Electronic ignition was fitted in place of the original contact breakers (included in the sale).

All aluminium parts were restored to 'as new' condition and the bodywork stripped back to bare metal, with any rust removed. The body was then treated and re-sprayed professionally. After assembly, all the aluminium trim items, beading, and rubbers were replaced with original new parts, while new sliding windows were made using the original knobs.

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

All the indicator light lenses and stop lamp lenses were replaced with new, and all chromed parts re-plated. New handmade rear view mirrors were fitted and all fasteners replaced with stainless steel, where available, or electro-plated anew.

The engine's supporting sub-frame was stripped back to bare metal, with all rust removed, and then powder coated, as were the wheel rims. All suspension bushes were replaced, new engine mountings installed, and all the wheel bearings renewed. New brake shoes were fitted on all four wheels and new brake cylinder rubbers installed throughout, including the master cylinder. Matching the originals, new copper and rubber brake hoses were installed and all control cables renewed. The wheel nuts were electro plated, and replacement hubcaps installed. Original-size Michelin tyres were fitted together with new inner tubes and then balanced. The interior has been professionally re-trimmed, including new carpeting, and a new leather hood made to the original pattern. Restoration bills are available.

Completed in 2019 and road tested to make sure it is in full working order, the vehicle is described by the private vendor as 99% original and as close to new condition as is possible to achieve. An exciting opportunity to acquire a fully restored example of this ultra-rare high-performance *Kabinenroller*. Low rate import duty of 5% will be added to the hammer price if the car will remain in the EU.

£120,000 - 160,000
€130,000 - 170,000

Bonhams | mph



Bonhams MPH is a new department within our highly successful Motoring Division

Auction catalogue now online | 26 September 2019

The inaugural Bonhams MPH auction is on 26 September, illustrated above is a selection of entries included in this auction. For the full listing of over 100 cars please visit mph.bonhams.com.

We are inviting consignments for our next auction on 26 November. We hold monthly valuation and photography days at Bicester Heritage on the last Friday of the month, where we look forward to welcoming you to The MPH Club.

Bonhams MPH

The Guard House
Bicester Heritage
Bicester, Oxfordshire
OX26 5HA

Our Team

Rob Hubbard
Dan Godin
Harry Ballard
Beth Hargreaves

Enquiries

+44 (0) 1869 229477
mph@bonhams.com

Bonhams MPH charges are simple

Vendor commission just 5% (+vat)
Entry fees of £125, £175 or £300 (+vat)
Buyers premium 12.5% (+vat)

To begin the sale process visit
mph.bonhams.com/sellyourcar

Located at

BICESTER
HERITAGE

Bonhams

AUCTIONEERS SINCE 1793



THE BONMONT SALE

Collectors' Motor Cars including a Private Collection of Supercars
all offered at No Reserve

Bonmont Golf & Country Club, Switzerland | 29 September 2019

ENQUIRIES

Paul Gaucher
+33 6 61 80 15 56
eurocars@bonhams.com
bonhams.com/bonmont

2014 LAMBORGHINI VENENO

Chassis no. ZHWEB3ZD4FLA03007
No Reserve

2015 KOENIGSEGG ONE:1

Chassis no. YT9LK1A38EA007111
No Reserve

2015 MCLAREN P1

Chassis no. SBM12ABB5EW000056
No Reserve

2014 BUGATTI VEYRON 16.4

Chassis no. VF9SA25C18M795208
No Reserve

Bonhams

AUCTIONEERS SINCE 1793



Call to Consign Collectors Motorcars and Automobilia Auction Simeone Foundation Automotive Museum

Philadelphia, Pennsylvania | October 7, 2019

INQUIRIES

+1 (212) 461 6514, East Coast
+1 (415) 391 4000, West Coast
sfam.auction@bonhams.com
bonhams.com/simeone

*Impeccable restored, fast, and
charismatic brass era Speedster*
**1913 MARMON MODEL 48
SPEEDSTER**

Bonhams

AUCTIONEERS SINCE 1793



THE ZOUTE SALE®

Call to Consign

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 11 October 2019



With 50 entry slots available and several motor cars already consigned, the annual event in Knokke-Le Zoute is set to be another exciting auction from the Bonhams record breaking motoring department.

ENQUIRIES

Philip Kantor
+32 (0) 476 87 94 71
Gregory Tuytens
+32 (0) 471 71 27 36
eurocars@bonhams.com
bonhams.com/motorcars

*Delivered new to Jean Blaton 'Beurlys'
by Garage Francorchamps*

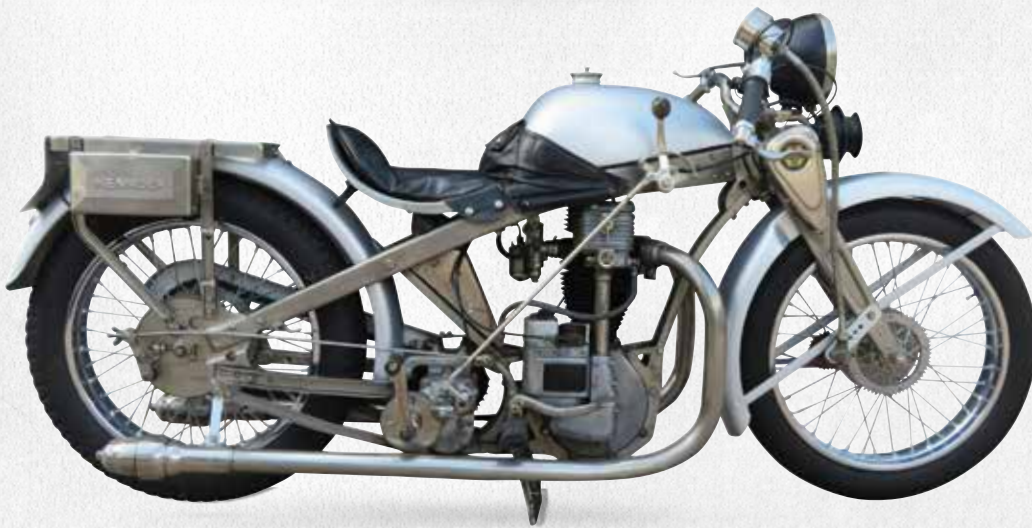
**1960 FERRARI 250 GT CABRIOLET
PININFARINA SERIES II**

Coachwork by Pininfarina
Chassis no. 2071 GT

Bonhams

AUCTIONEERS SINCE 1793

Final call to Consign



The Autumn Stafford Sale

Important Collectors' Motorcycles and Spares

The 26th Carole Nash Classic Motorcycle Mechanics Show, Stafford | 19 & 20 October 2019

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors' motorcycles at auction, please contact the London office or visit bonhams.com/motorcycles to submit a complimentary auction appraisal request.

ENQUIRIES

+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com
bonhams.com/autumnstafford

1927 BROUGH SUPERIOR OVERHEAD 680

£60,000 - 80,000 *

1928 NEANDER K500SS

£30,000 - 40,000 *

Bonhams

AUCTIONEERS SINCE 1793

The car on the 1927 London to Brighton Run,
one of more than 60 completed
© Motorsport Images



Entries now invited

The London to Brighton Veteran Car Run Sale

New Bond Street, London | 1 November 2019

The annual London to Brighton Veteran Car Run Sale is set to be another exciting auction from Bonhams record breaking motoring department.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com
bonhams.com/motorcars

"Le Papillon Bleu" – One of the most famous of all London to Brighton Era cars, Ex-Chevalier René de Knyff, and Leslie Bucknall, present ownership for 25 years

**1901 PANHARD-LEVASSOR 7HP
REAR-ENTRANCE TONNEAU**

"Lightweight" Coachwork by Rothschild & Cie

Bonhams

AUCTIONEERS SINCE 1793



Entries now invited

The Bond Street Sale

Exceptional Motor Cars

New Bond Street, London | 7 December 2019

With only a limited number of entries sought and several motor cars already consigned, the annual event is set to be another exciting auction from Bonhams record breaking motoring department.

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

bonhams.com/motorcars

Offered from the family of the late Alastair Pugh,
1939 FRAZER NASH-BMW 328 ROADSTER
Chassis no. 85411

Bonhams

AUCTIONEERS SINCE 1793

Special Announcement

Friday 13 September, 11am
Goodwood Revival



B
BUGATTI

LES GRANDES MARQUES
DU MONDE

— AU —

GRAND
PALAIS

Entries now invited

Important Collectors' Cars and Fine Automobilia

Paris, France | 9 February 2020

ENQUIRIES

+44 (0) 20 7468 5801
ukcars@bonhams.com

+33 (0) 142 61 10 11

eurocars@bonhams.com


[bonhams.com/motorcars](https://www.bonhams.com/motorcars)

LIVE STREAMING



INSURANCE. CAR VALUES. ENTERTAINMENT.

Sometimes the best way to connect is to disconnect. And what better way to disconnect than getting behind the wheel? At Hagerty, everything we do - Insurance, Car Values, Entertainment - is focused on making it easier for you to enjoy buying, owning, driving and dreaming about the cars you love. Call our team of knowledgeable enthusiasts for exceptional service, competitive premiums, comprehensive insurance options and more. Drive with us. **0333 323 1383** // hagertyinsurance.co.uk

Rated **Excellent** on  Trustpilot





STRAIGHT EIGHT

LOGISTICS

Global shipping and transportation by land, sea and air

Official transport and logistics
partner to

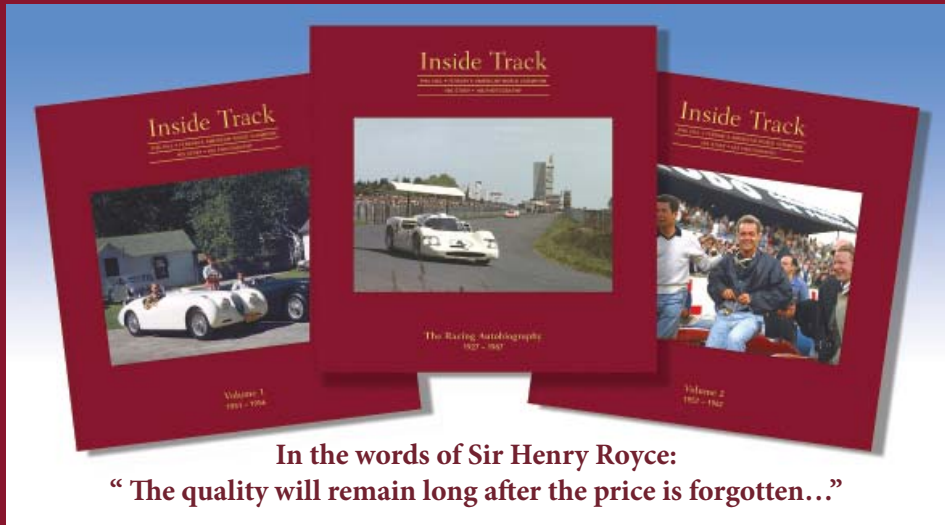
Bonhams

AUCTIONEERS SINCE 1793

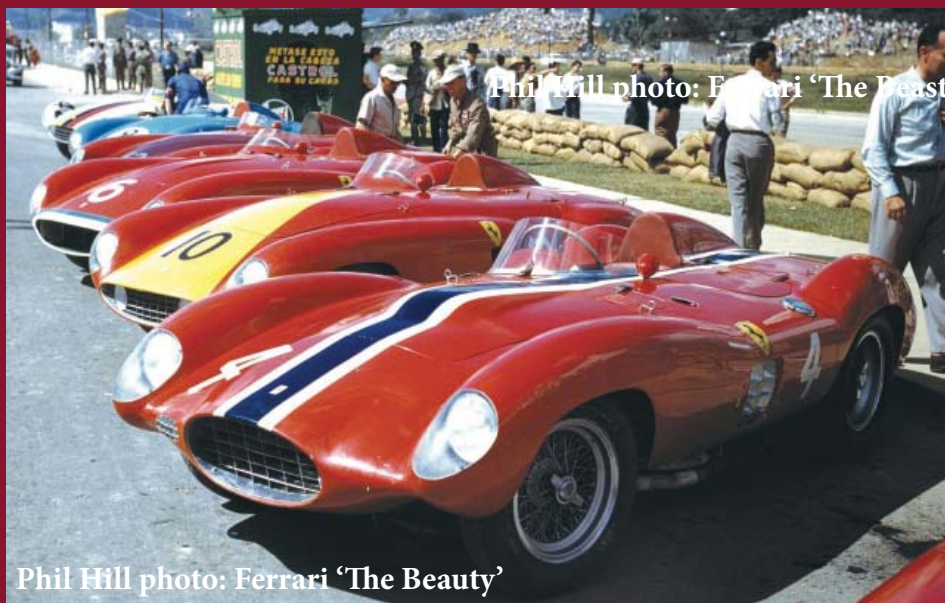
+44 (0) 20 3540 4929 | transport@straighteightlogistics.com
www.straighteightlogistics.com

'Inside Track' - by Phil Hill with Doug Nye

The three-volume Time Machine...



In the words of Sir Henry Royce:
"The quality will remain long after the price is forgotten..."



Phil Hill photo: Ferrari 'The Beast'

Phil Hill photo: Ferrari 'The Beauty'



Phil Hill photo: Ferrari 'The Beast'

Objective: to create the finest World Champion Driver's book ever produced, or ever likely to be produced...

Three Volumes, more than 400 pages each, more than 1,000 period colour photographs by Phil Hill

Buyers' Verdicts:

"Stunning. Just stunning. It is so much more than 'just A Book'. 'Inside Track' is way, way beyond anything I ever imagined possible..."

"No book previously has captured this era so vividly, and in such unique style..."

"Deep and heartfelt congratulations on the book. It is absolutely beyond anything I have ever seen! Fabulous..."

"A million thanks and all my congratulations for an absolute masterpiece..."

"These books are heirlooms that will be treasured by their owners for generations..."

Visit our website for full details:

<http://philhillbook.com>

To Buy:

<http://phil-hill-book.com/check-out>



THE VINTAGE SPORTS-CAR CLUB PRESENTS

SPEED CHAMPIONSHIP

ROUNDS 7 & 8



LOTON PARK

7 & 8 SEPTEMBER 2019

Loton Park Speed Hill Climb, Alberbury, SY5 9AG

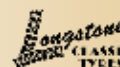
DISCOUNTED ADVANCE TICKETS **ORDER FROM** WWW.VSCC.CO.UK

VSCC PRINCIPAL ASSOCIATES, PARTNERS AND SPONSORS

Bonhams



Octane



New company... *old friends*



The
adventure
begins...



Rally  Globe
VINTAGE AND CLASSIC CAR CLUB

Rally the Globe is an exciting and significant new international endurance rally club with a calendar of adventurous events. The 'Carrera' series brings top quality accommodation and competition on smooth roads, whilst the epic Round the World and Pan-American challenges will appeal to those of a more daring nature.

Founded by renowned rallying mastermind Fred Gallagher with substantial backing from a number of influential endurance rally participants, *Rally the Globe* has been established to deliver unrivalled levels of professionalism, experience, vision and voyage.

Emphasising this inspirational ethos for delivering outstanding transnational and inter-continental competition and camaraderie for enthusiastic owners of pre-1976 vintage and classic cars.

For more information and latest news see: www.rallytheglobe.com

   +44 113 360 8961 clair.clarke@rallytheglobe.com

Sponsored by:

Bonhams

NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *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 you as 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*, and 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. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition 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 items or parts are sold for their artistic, historic or cultural interest and 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 or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* 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 *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without 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. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* 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.

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 reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our Sales.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and/or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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 invited 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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

Bonhams will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

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) 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.

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* including the warranties as to your status and source of funds. 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*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

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 £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*
- (b) Automobilia
27.5% on the first £2,500 of the *Hammer Price*
25% from £2,501 to £300,000 of the *Hammer Price*
20% from £300,001 to £3,000,000 of the *Hammer Price*
13.9% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 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, shown beside the *Lot* number, 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*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *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
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.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

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; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

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 licensing 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 Licensing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

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 11 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

On behalf of the *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 attempt to detail, as far as practicable, 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.
- Φ This *Lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

*, †, *, G, Ω, α see clause 8, VAT, for details.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com 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 on Bonhams' website, 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 and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* 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* or on the *Bonhams* website, 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*.

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 any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* 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 *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4	FITNESS FOR PURPOSE AND SATISFACTORY QUALITY	7.2	The <i>Seller</i> is entitled to withhold possession from you of any other <i>Lot</i> he has sold to you at the same or at any other <i>Sale</i> and whether currently in <i>Bonhams'</i> possession or not, until payment in full and in cleared funds of the <i>Purchase Price</i> and all other sums due to the <i>Seller</i> and/or <i>Bonhams</i> in respect of the <i>Lot</i> .	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;
4.1	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.3	You should note that <i>Bonhams</i> has reserved the right not to release the <i>Lot</i> to you until its investigations under paragraph 3.11 of the <i>Buyers' Agreement</i> set out in Appendix 2 have been completed to <i>Bonhams'</i> satisfaction.	8.1.9	to retain possession of, and on three months' 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
4.2	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.4	You will collect and remove the <i>Lot</i> at your own expense from <i>Bonhams'</i> custody and/ or control or from the <i>Storage Contractor's</i> custody in accordance with <i>Bonhams'</i> instructions or requirements.	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.
5	RISK, PROPERTY AND TITLE	7.5	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .	8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other expenses 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.
5.1	Risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , or upon collection of the <i>Lot</i> if earlier. The <i>Seller</i> will not be responsible thereafter for the <i>Lot</i> prior to you collecting it from <i>Bonhams</i> or the <i>Storage Contractor</i> , with whom you have separate contract(s) as <i>Buyer</i> . You will indemnify the <i>Seller</i> and keep the <i>Seller</i> fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the <i>Lot</i> beyond 7 days from the day of the fall of the <i>Auctioneer's</i> hammer until you obtain full title to it.	7.6	You will be wholly responsible for any removal, storage or other charges or expenses incurred by the <i>Seller</i> if you do not remove the <i>Lot</i> in accordance with this paragraph 7 and will indemnify the <i>Seller</i> against all charges, costs, including any legal costs and fees, expenses and losses suffered by the <i>Seller</i> by reason of your failure to remove the <i>Lot</i> including any charges due under any <i>Storage Contract</i> . All such sums due to the <i>Seller</i> will be payable on demand.		
5.2	Title to the <i>Lot</i> remains in and is retained by the <i>Seller</i> until: (i) the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> in relation to the <i>Lot</i> have been paid in full to and received in cleared funds by <i>Bonhams</i> , and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.	8	FAILURE TO PAY FOR THE LOT	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 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.
6	PAYMENT	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):		
6.1	Your obligation to pay the <i>Purchase Price</i> arises when the <i>Lot</i> is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9	THE SELLER'S LIABILITY
6.2	Time will be of the essence in relation to payment of the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> . Unless agreed in writing with you by <i>Bonhams</i> on the <i>Seller's</i> behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to <i>Bonhams</i> by you in the currency in which the <i>Sale</i> was conducted by not later than 4.30pm on the second working day following the <i>Sale</i> and you must ensure that the funds are cleared by the seventh working day after the <i>Sale</i> . Payment must be made to <i>Bonhams</i> by one of the methods stated in the <i>Notice to Bidders</i> unless otherwise agreed with you in writing by <i>Bonhams</i> . If you do not pay in full any sums due in accordance with this paragraph, the <i>Seller</i> will have the rights set out in paragraph 8 below.	8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .
		8.1.3	to retain possession 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.
		8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
		8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
		8.1.6	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;		
7	COLLECTION OF THE LOT	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;		
7.1	Unless otherwise agreed in writing with you by <i>Bonhams</i> , the <i>Lot</i> will be released to you or to your order only when: (i) <i>Bonhams</i> has received cleared funds to the amount of the full <i>Purchase Price</i> and all other sums owed by you to the <i>Seller</i> and to <i>Bonhams</i> and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.				

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;	10.5 If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.	1	THE CONTRACT
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.	10.6 References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents and to any subsidiary of <i>Bonhams Holdings Limited</i> and to its officers, employees and agents. 10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation. 10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation". 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders. 10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> . 10.11 Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> . 10.12 Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.	1.1 1.2	These terms govern the contract between <i>Bonhams</i> personally and the <i>Buyer</i> , being the person to whom a <i>Lot</i> has been knocked down by the <i>Auctioneer</i> . The Definitions and Glossary contained in Appendix 3 to the <i>Catalogue</i> for the <i>Sale</i> 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 <i>Notice to Bidders</i> , printed in the <i>Catalogue</i> for the <i>Sale</i> , and where such information is referred to it is incorporated into this agreement. Except as specified in paragraph 4 of the <i>Notice to Bidders</i> the <i>Contract for Sale</i> of the <i>Lot</i> between you and the <i>Seller</i> is made on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , when it is knocked down to you. At that moment a separate contract is also made between you and <i>Bonhams</i> on the terms in this <i>Buyer's Agreement</i> . We act as agents for the <i>Seller</i> and are not answerable or personally responsible to you for any breach of contract or other default by the <i>Seller</i> , unless <i>Bonhams</i> sells the <i>Lot</i> as principal.
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.		1.3 1.4 1.5 1.5.1 1.5.2	Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations: we will, until the date and time specified in the <i>Notice to Bidders</i> or otherwise notified to you, store the <i>Lot</i> in accordance with paragraph 5; subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, we will release the <i>Lot</i> to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the <i>Seller</i> and following completion of our enquiries pursuant to paragraph 3.11;
10 MISCELLANEOUS				
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		1.5.3	we will provide guarantees in the terms set out in paragraphs 9 and 10.
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> .		1.6	We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, <i>Guarantee</i> , warranty, representation of fact in relation to any <i>Description</i> of the <i>Lot</i> or any <i>Estimate</i> in relation to it, nor of the accuracy or completeness of any <i>Description</i> or <i>Estimate</i> which may have been made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made orally or in writing, including in the <i>Catalogue</i> or on <i>Bonhams' Website</i> , or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the <i>Sale</i> . No such <i>Description</i> or <i>Estimate</i> is incorporated into this agreement between you and us. Any such <i>Description</i> or <i>Estimate</i> , if made by us or on our behalf, was (unless <i>Bonhams</i> itself sells the <i>Lot</i> as principal) made as agent on behalf of the <i>Seller</i> .
10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.			
10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.			
APPENDIX 2	BUYER'S AGREEMENT WITH BONHAMS	IMPORTANT: These terms may be changed in advance of the <i>Sale</i> of the <i>Lot</i> to you, by the setting out of different terms in the <i>Catalogue</i> for the <i>Sale</i> and/or by placing an insert in the <i>Catalogue</i> and/or by notices at the <i>Sale</i> venue and/or by oral announcements before and during the <i>Sale</i> at the <i>Sale</i> venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.	2 3	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 <i>Seller</i> under the <i>Contract for Sale</i> in respect of the <i>Lot</i> . PAYMENT AND BUYER WARRANTIES Unless agreed in writing between you and us or as otherwise set out in the <i>Notice to Bidders</i> , you must pay to us by not later than 4.30pm on the second working day following the <i>Sale</i> : the <i>Purchase Price</i> for the <i>Lot</i> ;

3.1.2	a <i>Buyer's Premium</i> in accordance with the rates set out in the <i>Notice to Bidders</i> on each lot, and	3.10.3	funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;	4.7	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .
3.1.3	if the <i>Lot</i> is marked [AR], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> 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 <i>Sale</i> .	3.10.4	items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and	4.8	You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i>), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.
3.2	You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.	3.10.5	that you consent to <i>Bonhams</i> relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.	5	STORING THE LOT
3.3	All payments to us must be made in the currency in which the <i>Sale</i> was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the <i>Notice to Bidders</i> . Our invoices will only be addressed to the registered <i>Bidder</i> unless the <i>Bidder</i> 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.	3.11	We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i> , to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i> , postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.		We agree to store the <i>Lot</i> until the earlier of your removal of the <i>Lot</i> or until the time and date set out in the <i>Notice to Bidders</i> , 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 <i>Sale</i>) and, subject to paragraphs 3, 6 and 10, to be responsible as <i>bailee</i> to you for damage to or the loss or destruction of the <i>Lot</i> (notwithstanding that it is not your property before payment of the <i>Purchase Price</i>). If you do not collect the <i>Lot</i> before the time and date set out in the <i>Notice to Bidders</i> (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i>) we may remove the <i>Lot</i> to another location, the details of which will usually be set out in the relevant section of the <i>Catalogue</i> . If you have not paid for the <i>Lot</i> in accordance with paragraph 3, and the <i>Lot</i> is moved to any third party's premises, the <i>Lot</i> will be held by such third party strictly to <i>Bonhams'</i> order and we will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.
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.	4	COLLECTION OF THE LOT	6	RESPONSIBILITY FOR THE LOT
3.5	We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i> , the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i> , any <i>Expenses</i> and VAT and any interest earned and/or incurred until payment to the <i>Seller</i> .	4.1	Subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, once you have paid to us; in cleared funds, everything due to the <i>Seller</i> and to us, and once we have completed our investigations under paragraph 3.11, we will release the <i>Lot</i> to you or as you may direct us in writing. The <i>Lot</i> will only be released on production of a buyer collection document, obtained from our cashier's office.	6.1	Title (ownership) in the <i>Lot</i> passes to you (i) on payment of the <i>Purchase Price</i> to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
3.6	Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i> , or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.	4.2	You must collect and remove the <i>Lot</i> at your own expense by the date and time specified in the <i>Notice to Bidders</i> , or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> .	6.2	Please note however, that under the <i>Contract for Sale</i> , the risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot if earlier, and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .
3.7	Where a number of <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to <i>Bonhams</i> .	4.3	For the period referred to in paragraph 4.2, the <i>Lot</i> can be collected from the address referred to in the <i>Notice to Bidders</i> for collection on the days and times specified in the <i>Notice to Bidders</i> . Thereafter, the <i>Lot</i> 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 <i>Notice to Bidders</i> .	7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:	4.4	If you have not collected the <i>Lot</i> by the date specified in the <i>Notice to Bidders</i> , you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the " <i>Storage Contract</i> ") with the <i>Storage Contractor</i> for the storage of the <i>Lot</i> on the then current standard terms and conditions agreed between <i>Bonhams</i> and the <i>Storage Contractor</i> (copies of which are available on request). If the <i>Lot</i> is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per <i>Lot</i> per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our <i>Expenses</i> .	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 unless otherwise provided below), 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>):
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or	4.5	Until you have paid the <i>Purchase Price</i> and any <i>Expenses</i> in full the <i>Lot</i> will either be held by us as agent on behalf of the <i>Seller</i> or held by the <i>Storage Contractor</i> as agent on behalf of the <i>Seller</i> and ourselves on the terms contained in the <i>Storage Contract</i> .	7.1.1	to terminate this agreement immediately for your breach of contract;
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.	4.6	You undertake to comply with the terms of any <i>Storage Contract</i> and in particular to pay the charges (and all costs of moving the <i>Lot</i> into storage) due under any <i>Storage Contract</i> . You acknowledge and agree that you will not be able to collect the <i>Lot</i> from the <i>Storage Contractor's</i> premises until you have paid the <i>Purchase Price</i> , any <i>Expenses</i> and all	7.1.2	to retain possession of the <i>Lot</i> ;
3.9	You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.			7.1.3	to remove, and/or store the <i>Lot</i> at your expense;
3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:			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;
3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;				
3.10.2	your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;				

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	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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	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:	9.5	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;	8.1.1	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	9.6	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;	8.1.2	deliver the <i>Lot</i> to a person other than you; 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 9 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;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
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	The discretion referred to in paragraph 8.1:	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> .
7.1.12	having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i> , so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	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	10.2	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:
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.	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.	10.2.1	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
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	FORGERIES	10.2.2	changes in atmospheric pressure; nor will we be liable for:
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.	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.3	damage to tension stringed musical instruments; or
		9.2	Paragraph 9 applies only if:	10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.
		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	10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , 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.
		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		
		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> .		
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
		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		
		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.		

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 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.

but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

12 MISCELLANEOUS

12.1 You may not assign either the benefit or burden of this agreement.

12.2 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.

12.3 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.

12.4 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.

12.5 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.

12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.

12.8 In this agreement "including" means "including, without limitation".

12.9 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.

12.10 Reference to a numbered paragraph is to a paragraph of this agreement.

12.11 Save as expressly provided in paragraph 12.12 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.

12.12 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.

13 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

"Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

"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" Any person considering, attempting or making a Bid, including those who have 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.

"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 "indemnify" 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."

Bonhams Specialist Departments

19th Century Paintings

London
Charles O' Brien
+44 20 7468 8360
New York
Madalina Lazen
+1 212 644 9108

20th Century British Art

London
Matthew Bradbury
+44 20 7468 8295

20th Century Fine Art

San Francisco
Sonja Moro
+1 415 694 9002

Aboriginal Art

Australia
Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

Los Angeles
Fredric W. Backlar
+1 323 436 5416 •

American Paintings

New York
Jennifer Jacobsen
+1 917 206 1699

Antiquities

London
Francesca Hickin
+44 20 7468 8226

Antique Arms & Armour

London
David Williams
+44 20 7393 3807

Art Collections, Estates & Valuations

London
Harvey Cammell
+44 (0) 20 7468 8340
New York
Sherri Cohen
+1 917 206 1671
Los Angeles
Leslie Wright
+1 323 436 5408
Joseph Francaviglia
+1 323 436 5443
Lydia Ganley
+1 323 436 4496
San Francisco
Victoria Richardson
+1 415 503 3207
Celeste Smith
+1 415 503 3214

Australian Art

Australia
Merryn Schriever
+61 2 8412 2222 Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+61 2 8412 2222

Books, Maps & Manuscripts

London
Matthew Haley
+44 20 7393 3817
New York
Ian Ehling
+1 212 644 9094 Darren Sutherland
+1 212 461 6531
Los Angeles
Catherine Williamson
+1 323 436 5442
San Francisco
Adam Stackhouse
+1 415 503 3266

British & European Glass

London
Fergus Gambon
+44 20 7468 8245

British Ceramics

London
Fergus Gambon
+44 20 7468 8245

California & Western Paintings & Sculpture

Los Angeles
Scot Levitt
+1 323 436 5425
Kathy Wong
+1 323 436 5415
San Francisco
Aaron Bastian
+1 415 503 3241

Carpets

London
Helena Gumley-Mason
+44 20 8393 2615

Chinese & Asian Art

London
Asaph Hyman
+44 20 7468 5888
Rosangela Assennato
+44 20 7393 3883
Edinburgh
Ian Glennie
+44 131 240 2299
New York
Bruce MacLaren
+1 917 206 1677
Los Angeles
Rachel Du
+1 323 436 5587
San Francisco
Dessa Goddard
+1 415 503 3333
Hong Kong
Xibo Wang
+852 3607 0010
Sydney
Yvett Klein
+61 2 8412 2231

Chinese Paintings

Hong Kong
Iris Miao,
+852 3607 0011

Clocks

London
James Stratton
+44 20 7468 8364
New York
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

London
John Millensted
+44 20 7393 3914
Los Angeles
Paul Song
+1 323 436 5455

Entertainment Memorabilia

London
Katherine Schofield
+44 20 7393 3871
Los Angeles
Catherine Williamson
+1 323 436 5442
Dana Hawkes
+1 978 283 1518

European Ceramics

London
Sebastian Kuhn
+44 20 7468 8384

European Paintings

London
Charles O' Brien
+44 20 7468 8360
New York
Madalina Lazen
+1 212 644 9108
Los Angeles
Mark Fisher
+1 323 436 5488
Rocco Rich
+1 323 436 5410

European Sculptures & Works of Art

London
Michael Lake
+44 20 8963 6813

Furniture and Decorative Art

London
Thomas Moore
+44 20 8963 2816
Los Angeles
Angela Past
+1 323 436 5422
Anna Hicks
+1 323 436 5463
San Francisco
Jeffrey Smith
+1 415 215 7385

Greek Art

London
Anastasia Orfanidou
+44 20 7468 8356

Golf Sporting Memorabilia

Edinburgh
Kevin McGimpsey
Hamish Wilson
+44 131 240 0916

Irish Art

London
Penny Day
+44 20 7468 8366

Impressionist & Modern Art

London
India Phillips
+44 20 7468 8328
New York
Caitlyn Pickens
+1 212 644 9135
Los Angeles
Kathy Wong
+1 323 436 5415

Indian, Himalayan & Southeast Asian Art

New York
Mark Rasmussen
+1 917 206 1688
Hong Kong
Edward Wilkinson
+852 2918 4321

Islamic & Indian Art

London
Oliver White
+44 20 7468 8303

Japanese Art

London
Suzannah Yip
+44 20 7468 8368
New York
Jeff Olson
+1 212 461 6516

Jewellery

London
Jean Ghika
+44 20 7468 8282
Emily Barber
+44 20 7468 8284
New York
Brett O'Connor
+1 212 461 6525
Caroline Morrissey
+1 212 644 9046
Camille Barbier
+1 212 644 9035
Los Angeles
Emily Waterfall
+1 323 436 5426
San Francisco
Shannon Beck
+1 415 503 3306
Hong Kong
Paul Redmayne
+852 3607 0006

Marine Art

London
Veronique Scorer
+44 20 7393 3962

Mechanical Music

London
Jon Baddeley
+44 20 7393 3872

**Modern & Contemporary
African Art**

London
Giles Peppiatt
+ 44 20 7468 8355
New York
Hayley Grundy
+1 917 206 1624

**Modern & Contemporary
Middle Eastern Art**

London
Nirna Sagharchi
+44 20 7468 8342

**Modern & Contemporary
South Asian Art**

London
Tahmina Ghaffar
+44 207 468 8382

**Modern Decorative
Art + Design**

London
Mark Oliver
+44 20 7393 3856
New York
Benjamin Walker
+1 212 710 1306
Dan Tolson
+1 917 206 1611
Los Angeles
Jason Stein
+1 323 436 5466

Motor Cars

London
Tim Schofield
+44 20 7468 5804
New York
Rupert Banner
+1 212 461 6515
Eric Minoff
1 917 206 1630
Evan Ide
+1 917 340 4657
Los Angeles
Jakob Greisen
+1 415 503 3284
Michael Caimano
+1 929 666 2243
San Francisco
Mark Osborne
+1 415 503 3353
Europe
Phillip Kantor
+32 476 879 471

Automobilia

London
Toby Wilson
+44 20 8963 2842
Adrian Pipiros
+44 20 8963 2840

Motorcycles

London
Ben Walker
+44 20 8963 2819
James Stensel
+44 20 8963 2818
Los Angeles
Craig Mallery
+1 323 436 5470

Museum Services

San Francisco
Laura King Praff
+1 415 503 3210

Native American Art

Los Angeles
Ingmars Lindbergs
+1 415 503 3393
Kim Jarand
+1 323 436 5430

Natural History

Los Angeles
Claudia Florian
+1 323 436 5437
Thomas E. Lindgren
+1 310 469 8567 •

Old Master Pictures

London
Andrew Mckenzie
+44 20 7468 8261
Los Angeles
Mark Fisher
+1 323 436 5488

Orientalist Art

London
Charles O'Brien
+44 20 7468 8360

Photography

New York
Laura Paterson
+1 917 206 1653
Los Angeles & San Francisco
Morisa Rosenberg
+1 323 436 5435
+1 415 503 3259

**Post-War and
Contemporary Art**

London
Ralph Taylor
+44 20 7447 7403
New York
Muys Sniijders,
+212 644 9020
Jacqueline Towers-Perkins,
+1 212 644 9039
Lisa De Simone,
+1 917 206 1607
Andrew Huber
+1 917 206 1633
Los Angeles
Sharon Squires
+1 323 436 5404
Laura Bjorstad
+1 323 436 5446

Prints and Multiples

London
Lucia Tro Santafe
+44 20 7468 8262
New York
Deborah Ripley
+1 212 644 9059
Los Angeles
Morisa Rosenberg
+1 323 447 9374

Russian Art

London
Daria Khristova
+44 20 7468 8334
New York
Yelena Harbick
+1 212 644 9136

Scientific Instruments

London
Jon Baddeley
+44 20 7393 3872
New York
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Edinburgh
Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

London
Ellis Finch
+44 20 7393 3973

Sporting Guns

London
Patrick Hawes
+44 20 7393 3815

Space History

San Francisco
Adam Stackhouse
+1 415 503 3266

Travel Pictures

London
Veronique Scorer
+44 20 7393 3962

**Watches &
Wristwatches**

London
Jonathan Darracott
+44 20 7447 7412
New York
Jonathan Snellenburg
+1 212 461 6530
Hong Kong
Tim Bourne
+852 3607 0021

Whisky

Edinburgh
Martin Green
+44 131 225 2266
Hong Kong
Daniel Lam
+852 2918 4321

Wine

London
Richard Harvey
+44 20 7468 5811
San Francisco
Christine Ballard
+1 415 503 3221
Hong Kong
Daniel Lam
+852 2918 4321

Client Services Departments**U.S.A.****San Francisco**

(415) 861 7500
(415) 861 8951 fax
Monday - Friday, 9am to 5pm

Los Angeles

(323) 850 7500
(323) 850 6090 fax
Monday - Friday, 9am to 5pm

New York

(212) 644 9001
(212) 644 9009 fax
Monday - Friday, 9am to 5pm

Toll Free

(800) 223 2854

U.K.

Monday to Friday 8.30 to 6.00
+44 (0) 20 7447 7447

Bids

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
bonhams.com

• Indicates independent contractor

THE BONHAMS MOTORING NETWORK

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

**Cheshire &
Staffordshire**
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

**Devon, Cornwall
& Somerset**
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR1 2NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire & Dorset
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
mike.jackson@
bonhams.com

**Wiltshire, Hants, Glos,
Berks & Somerset**
Greg Pullen
Lower heath Ground
Easterton
Devizes
Wiltshire
SN10 4PX
Tel: (01380) 816 493
greg.pullen@
bonhams.com

**Lincs & East Anglia
Motorcycles**
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel / Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
robert.hadfield@
bonhams.com

Midlands
Motor Cars
Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

Home Counties
David Hancock
5 Roscommon,
34 Brackendale Road,
Camberley,
Surrey,
GU15 2JR
(01276) 294 13
david.hancock@
bonhams.com

Kent
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

**Herts, Beds, Bucks
& Oxon**
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

**Lancs, Yorks,
N. Counties & Scotland**
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Lancs
Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 491 737
Fax: (01204) 401 799

**Shropshire, Glos
& Wales**
Jim Reynolds
Childe Road
Cleobury Mortimer
Kidderminster
Shropshire
DY14 8PA
Tel: (01299) 270 642
jim.reynolds@
bonhams.com

Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Michael Haag
Elisabeth Str 4
68165 Mannheim
Tel: +49 621 412004
Fax: +49 (0) 621 415551
Mob: +49 171 700 4984
michael.haag@bonhams.
com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Mob: +49 172 2088330
hans.schede@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

The Netherlands
Koen Samson
De Lairessestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Jakob Greisen
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Michael Caimano
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 929 666 2243
Fax: +1 323 850 5843
michael.caimano@
bonhams.com

New York
Rupert Banner
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

**Midwest and
East Coast**
Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest
Tim Parker
Tel: +1 651 235 2776
tim.parker@
bonhams.com

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227

Pacific Northwest
Mark Osborne
5833 Stewart Glenn Ct
Lake Oswego, OR 97035
Tel: +1 415 518 0094
mark.osbourne@
bonhams.com

Southeast

Greg Porter
Tel: +1 336 406 6636
Greg.Porter@
bonhams.com

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
info.au@bonhams.com

New Zealand
John Kennedy
Craighall
Puruatanga Road
Martinborough 5711
New Zealand
Tel: +64 6 306 8228
Mob: +64 21 042 5396
kaka943@icloud.com

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.
com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@
bonhams.com

Registration and Bidding Form

(Attende / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------

Paddle number (for office use only)

Bonhams

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. We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties.

Would you like to receive information from us by email? or post

Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, 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 or completed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: THE GOODWOOD REVIVAL SALE		Sale date: 14 September 2019													
Sale no. 25454		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 border="0"> <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 <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES 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.

Index

Lot No	Year	Model	Lot No	Year	Model
232	1938	AC 16/80hp Competition Sports	255	1952	Bentley Mark VI 4½-Litre Sports
237	1939	Alfa Romeo 6C 2300B Short-Chassis Spider	224	1956	Bentley S1 Continental Sports Saloon
286	1961	Alfa Romeo Giulietta Sprint Speciale Coupé	282	1960	Bentley S2 Continental Sports Saloon
228	1966	Alfa Romeo Giulia GTC Cabriolet	306	1962	Bentley S2 Continental Flying Spur Saloon
301	1968	Alfa Romeo GT 1300 Junior Coupé	250	1964	Bentley S3 Continental Drophead Coupé
234	1969	Alfa Romeo 1750 Duetto Spider Veloce	261	2010	Bentley Brooklands Coupé
287	1924	Amilcar CGS Voiturette	242	1965	BMW 1800 TI/SA-Specification Competition Saloon
222	1923	Aston-Martin 1½-Litre Two-Seat Sports Tourer	280	1965	BMW 1800 TI Competition Saloon
236	1960	Aston Martin DB4 'Series II' Sports Saloon	208	1924	Bugatti Type 23 'Brescia' Open Tourer
241	1961	Aston Martin DB4GT Sports Saloon	218	1935	Bugatti Type 57 Atalante
260	1968	Aston Martin DBS Vantage Sports Saloon	307	1958	Chevrolet Corvette Roadster with Hardtop
264	1969	Aston Martin DB6 Mark 2 Volante to Vantage Specification	244	1960	Chevrolet Corvette Convertible
284	1970	Aston Martin DBS Vantage Sports Saloon	296	1963	Chevrolet Corvette Sting Ray Convertible
223	1979	Aston Martin V8 Volante	220	1949	Chrysler New Yorker 'Town & Country' Convertible
267	1990	Aston Martin V8 Volante Convertible	200	1961	Cooper Climax 1.5-2.5-liter T55 'Slimline' Formula 1
263	1991	Aston Martin Lagonda Series 4 Saloon	201	1949	David Brown VAK1C Cropmaster Tractor
268	1998	Aston Martin Vantage Coupé	231	1947	Delahaye Type 135 M Drophead Coupé
266	2005	Aston Martin Vanquish S Coupé	293	1969	Dennis D-Type Fire Engine/Car Transporter
202	1958	Austin A35 HRDC Academy Competition Saloon	219	1963	Facel Vega Facel II Coupé
246	1959	Austin Mini Saloon	276	1970	Ferrari 365 GTB/4 'Daytona' Berlinetta
233	1967	Austin Mini Cooper S Group 2 Specification FIA	277	1975	Ferrari 365 GT4 Berlinetta Boxer
295	1956	Austin-Healey Bonneville Sebring Sprite Historic Rally Car	254	1990	Ferrari Testarossa Coupé
252	1956	Austin-Healey 100 M BN2 Roadster	245	2003	Ferrari F360 Spider
206	1964	Austin-Healey 3000 MkIII Convertible	227	2004	Ferrari 575M Maranello 'HGTC' Coupé
212	2000	Banksy (British, born 1975) Turbo Zone Truck	269	2017	Ferrari California T Hardtop Convertible
229	1924	Bentley 3-Litre Tourer	203	1959	FIAT 1100 'Abarth Evocation' Competition Saloon
248	1929	Bentley 4½-Litre Tourer	278	1959	FMR/Messerschmitt Tg500 Microcar



Lot No	Year	Model	Lot No	Year	Model
204	1944	Ford Jeep 4x4 Light Utility	285	1988	Lamborghini Countach 5000 Quattrovalvole Coupé
300	1966	Ford F-350 Car Transporter	304	1976	Land Rover Series III 109" 4x4 Tow Truck
271	1976	Ford Escort Mk2 RS2000 Group 1 Rally Car	299	2016	Land Rover Defender 90 Heritage Hardtop 4x4 Utility
230	2018	Ford GT Coupé	251	1972	Lotus Elan Sprint Drophead Coupé
256	1950	Healey Silverstone Jaguar Competition Roadster	279	1965	MGB Sebring Competition Roadster Tribute
273	1970	Intermeccanica Italia Convertible	305	1959	Morris Mini Minor Deluxe Saloon
288	1950	Jaguar XK120 Coupé	289	1961	Morris Commercial FF-K140 Coach
283	1951	Jaguar C-Type Re-creation	292	1962	Pedrazzini Capri Super DeLuxe Runabout
275	1952	Jaguar XK120 Coupé	272	1959	Porsche 356B 1600 Cabriolet Coachwork by Reutter
247	1954	Jaguar XK120 Coupé Ex-Jack Sears	274	1976	Porsche 911 Carrera 3.0-Litre Rally Car
211	1955	Jaguar XK140 SE Coupé	308	1988	Porsche 911 Turbo Coupé
265	1956	Jaguar XK140 Drophead Coupé	225	1992	Porsche 911 Type 964 Carrera RS Coupé
298	1959	Jaguar Mk1 3.4-Litre Sports Saloon	210	1972	Range Rover 4x4 Estate
249	1960	Jaguar XK150 3.8-Litre 'S' Coupé	205	1995	Range Rover CSK 3.9-Litre 4x4 Estate
235	1961	Jaguar XK150 'S' 3.8-Litre Drophead Coupé	259	2015	Range Rover SDV8 Autobiography 4x4 Estate
253	1961	Jaguar E-Type Semi-Lightweight Competition Roadster	243	1957	Rochdale GT Coupé
291	1962	Jaguar E-Type 3.8-Litre Lightweight Competition Coupé	262	1915	Rolls-Royce 40/50hp Silver Ghost Alpine Eagle Tourer
214	1964	Jaguar D-Type Re-creation	209	1931	Rolls-Royce 20/25hp Shooting Brake
207	1966	Jaguar E-Type 'Series 1' 4.2-Litre Coupé	238	2008	Rolls-Royce Phantom Drophead Coupé
294	1972	Jaguar E-Type Series 3 V12 Roadster	290	2010	Rolls-Royce Phantom Coupé
270	2016	Jaguar F Type Project 7 Roadster	221	1990	Spice SE90C Group C Sports-racing Prototype
297	1973	Jensen Interceptor Series III Sports Saloon	239	1936	SS1 Coupé SS1 Fixed-Head Coupé
258	1974	Jensen Interceptor Series III Sports Saloon	240	1957	Stampe Et Vertonen SV4C Single-Engined Biplane
281	2009	KTM X-Bow Sports	226	1933	Talbot AV105 Two-Seater Sports Racing Car
215	1936	Lagonda LG45 Tourer	216	1936	Talbot Lago T23 4.0-Litre Le Mans Tourer Re-creation
217	1938	Lagonda V12 'Le Mans Replica' Tourer	303	1944	Willys Jeep 4x4 Light Utility
302	1960	Lamborghini DL20 2241R Tractor	257	1965	Wolverine LD65 Chevrolet Group 7 CanAm Sports-racing





Bonhams
101 New Bond Street
London, W1S 1SR

+44 (0) 20 7447 7447
bonhams.com

AUCTIONEERS SINCE 1793