

Bonhams



The Bond Street Sale

Fine Collectors' Motor Cars

New Bond Street, London | 7 December 2019



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HTU 446





The Bond Street Sale

Fine Collectors' Motor Cars

101 New Bond Street, London | Saturday 7 December 2019 at 14:30

VIEWING

Friday 6 December
9:00 to 17:00
Saturday 7 December
from 9:00

SALE TIMES

Motor Cars 14:30

SALE NUMBER

25502

CATALOGUE

£30.00 + p&p

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 16:00 on Friday 6 December. 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

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CUSTOMER SERVICES

Monday to Friday 08.30 to 18:00
+44 (0) 20 7447 7447

Please see the following pages for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 09
Back cover: Lot 14, 15 & 16

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/25502 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

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 first working 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 1 SEPTEMBER 2018:
For Motor Cars 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 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 arrange an agent to undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and C88 form.
- If the Lot is purchased by a trade buyer / company, 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:

† VAT at 20% on hammer price.

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.

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

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 and address. 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 +/- 100 lots of automobilia per hour and 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.

Are there any warranties offered with the vehicles?

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

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

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

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.

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When can I clear my purchases?

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

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - 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.

Bonhams Motoring International Specialist Team

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Rob Hubbard



John Polson



Guy Newton



Richard Stafford



Ben Adams



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Collections

Motor Cars

Vehicles must be collected from the sale venue no later than 6pm on the day of the sale Saturday 7 December 2019.

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 local store.

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
Unit 15 Lymington Enterprise Centre
Ampress Park
Lymington, SO41 8LZ
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

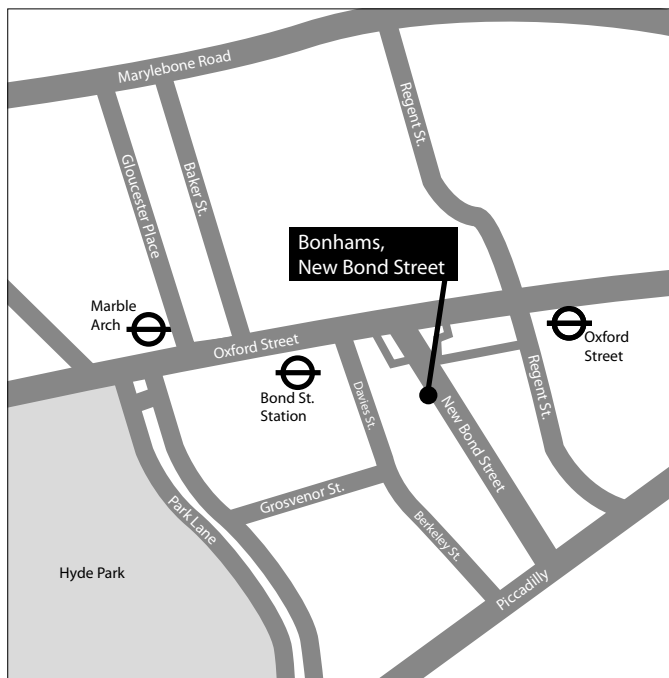
Motor Car Presentation

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

Photography

Tony Baker
Simon Clay
Neil Fraser
Tom Wood

Directions to New Bond Street



By Underground

The nearest underground stations are Bond Street (Jubilee Line/Central Line) or Oxford Circus (Bakerloo Line/Central Line/Victoria Line).

Parking

Q-Park
Cavendish Square
London
W1G 0PN

Address

101 New Bond Street
London
W1S 1SR

Motor Cars

Lots 01 - 36

Further images of each lot can be found at:
www.bonhams.com/25502





01

**1965 JAGUAR MARK 2 3.8-LITRE 'COOMBS
EVOCATION' SPORTS SALOON**

Registration no. NOO 909C
Chassis no. 233838DN

- *Manual/overdrive transmission*
- *Restored in 2014*
- *Circa £30,000 spent over the last five years*
- *Discreetly upgraded*



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.



A progressive development of the Mark 1, Jaguar's first unitary construction saloon, the Mark 2 arrived in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mark 2's glass area, and the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, the running gear remained much the same as before, with independent front suspension by wishbones and coil springs, and a leaf-sprung live rear axle. A Mark 1 option, four-wheel Dunlop servo-assisted disc brakes were standard. A redesigned dashboard, with speedometer and rev-counter ahead of the driver and minor gauges grouped centrally, established Jaguar's layout for years to come. With the Mark 2's arrival, the 3.8-litre version of Jaguar's XK 'six' became available for the first time in the company's medium-sized saloon. Used previously in the Mark IX saloon, this engine produced 220bhp, an output sufficient to propel the top-of-the-range Mark 2 to 125mph. Transmission options were a four-speed manual (with or without overdrive) or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965.

The superb example offered here has been restored and rebuilt as an evocation of the racing Mark 2 saloons prepared and entered by Guildford-based Jaguar dealer John Coombs in the early 1960s. A Jaguar/Daimler Heritage Trust Certificate on file reveals that chassis number '233838DN' was originally finished in Sherwood Green with Suede Green trim and left the factory equipped with the desirable manual/overdrive transmission and power steering, which it retains. The Jaguar was retailed via Pollards Garage, Chelmsford and first owned by G R Tanner Ltd of Heddingham, Essex. Its original registration number was 'MOO 6'.

This car was fully restored in 2014 and has some £30,000 spent on it over the last five years. Works carried out include a bare-metal repaint; fully restoring the interior with new leather, headlining, carpets, and re-venered woodwork; completely overhauling the engine, gearbox, and running gear; fitting a new stainless steel exhaust system; and fully detailing the engine bay. The car features reclining seats, a heated rear window, and a centre armrest in leather – all factory-fitted 'extras' – while noteworthy improvements include Coopercraft brakes, alternator electrics, and new chrome wire wheels shod with correct tyres. All restoration works are fully documented by bills and photographs on file. Described by the private vendor as in 'A1' condition throughout, this discreetly upgraded 3.8-litre Mark 2 is offered with current MoT, a V5C registration document, and the aforementioned restoration records, etc. The original dynamo is included in the sale together with car's original fully painted bonnet and chrome trim.

£48,000 - 58,000
€56,000 - 68,000

02

1933 ROLLS-ROYCE 20/25HP FOURSOME DROPHEAD COUPÉ

Coachwork by Vanden Plas

Registration no. GAS 975

Chassis no. GRW44

- Original chassis, body, and engine
- Extensively restored in recent years
- Present enthusiast ownership since December 2005
- Circa 4,000 miles since engine rebuilt
- Many-time R-REC concours award winner



Situated in London's exclusive Mayfair, the showrooms of Rolls-Royce dealers Jack Olding Ltd were patronised by the nobility and gentry, one of whom, Captain Guy Earle of Hanover Gate, London, placed his order for a new 20/25hp model late in 1932. In fact, this order had been intended for another Olding customer, one J Ward Cox Esq, but was taken over by Earle. He commissioned one of London's finest coachbuilders, Vanden Plas Ltd, to build his new car's body, choosing one in the then very fashionable Foursome Drophead Coupé style, in this case a three-position design (number '878'). Founded in Belgium but with a UK presence since 1913, Vanden Plas had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. Vanden Plas allocated number '1914' to this Rolls-Royce's body, which cost £370. The car's intended use was for touring in the UK and occasionally abroad.

Registered 'JJ 6606', the completed car was delivered to Earle's Hanover Gate residence in March 1933. His specific requirements included twin side-mounted spare wheels, Ace wheel discs all round, DWS jacks front and rear, a complete set of electric lamps, and an extended silencer. The finished car's supreme elegance must have delighted its builder, and 'GRW44' would later be chosen for illustration in Brian Smith's standard reference work, Vanden Plas Coachbuilders, and also in Lawrence Dalton's *Those Flegant Rolls-Royce*.

Previously a patron of the Bentley marque - he had owned three 6½-Litre models prior to this Rolls-Royce - Captain Guy Earle was also an accomplished cricketer, captaining the Harrow XI in his final year at the school before going on to enjoy a successful career with Somerset County Cricket Club. A fast-scoring batsman, he also played for the MCC on overseas tours to India, Australia, and New Zealand. Earle kept his new car until 1934 when it passed to J C Hanbury of Chelmsford, a member of the family that formed part of the Truman, Hanbury, Buxton & Co Ltd brewing empire. Later, in December 1937, the Rolls-Royce was acquired by one W L Wade-Dalton of Hauxwell Hall, Leyburn, North Yorkshire. Subsequently owned by Richard Chesney Sargant, it later passed to Barry Grant in the 1980s. Subsequently, the Rolls-Royce was exported to the USA where it is known to have belonged to one Daniel Herscher of Los Angeles, California in 1999. It was next owned, from 2002 to 2003, by the Real Car Company of Wales before passing to an unknown German owner in 2003. Back with the Real Car Company in 2004, 'GRW44' was acquired later that same year by Mr Sydney Cooper, a resident of the Republic of Ireland.



During Mr Cooper's ownership, extensive mechanical and electrical restoration was carried out, including fitting hardened valve seats to permit the use of unleaded fuel, and the installation of an overdrive for more relaxed cruising at high speeds. There are invoices on file for all major works carried out by recognised Rolls-Royce specialists including Fiennes Restoration, P W Cooper, A J Glew, and Garry Wright. Following the restoration's completion, 'GRW44' was actively campaigned by Mr Cooper with the R-REC's Irish Section, was rallied in Scotland, and participated in the R-REC's Annual Rally at Kelmarsh Hall, proving utterly reliable at all times.

The current vendor - a most meticulous enthusiast - purchased the Rolls-Royce at Bonhams, since when it has benefited from extensive further improvements carried out by recognised specialists Sargeants of Goudhurst, Fiennes Restoration, and Alan Glew. Documented by numerous receipts on file, these works include an engine overhaul, new radiator, high-ratio rear axle, new clutch, steering box overhaul, new exhaust manifold, and a stainless steel exhaust, while the front seats have been re-trimmed in tan leather by Jimmy Pierce's son, David. Only some 4,000 miles have been covered since the engine rebuild. Finished in Van Dyke Brown over Caramel, the car also benefits from the discreet installation of modern flashing indicators (the semaphores are disconnected) and comes complete with small tools (in boot tray) and heavy tools (under the bonnet) consisting of a jack, hammer, wheel brace, inspection lamp bulb holder, and oil can.

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.

Now reregistered 'GAS 975', this beautiful Rolls-Royce 20/25hp has won numerous R-REC prizes and been on the front cover of at least three programmes: R-REC Rally and Concours at Rockingham Castle, 2010; R-REC Bulletin, August 2017; and Rockingham Castle, June 2011. Concours awards include 'Most Elegant in Class' at the R-REC's National Annual Rally, Kelmarsh Hall, 2007; 'Best Three-position Coupé' at the St Moritz Euro Rally, September 2008; and 'Best Touring Car' at the R-REC's Annual National Rally, Kelmarsh Hall, 2009. The history file is most extensive and the car also comes with an original handbook and a thoroughly researched owner trace compiled by Motor Historica (perusal recommended).

'GRW44' has arguably the most practical coachwork for historic rallying, its three-position hood providing comfort in all weather conditions. The car is equipped with a central driving light, pillar-mounted swivel spot lamp, tinted sun visor, and twin rear-view mirrors, while the elegantly swept tail provides useful luggage accommodation. In short: this is a fully equipped touring car built by Britain's finest manufacturer boasting exquisite coachwork from one of this country's most celebrated coachbuilders.

£110,000 - 130,000
€130,000 - 150,000

03

1965 ASTON MARTIN DB5 SPORTS SALOON

Registration no. DRP 3C

Chassis no. DB5/2026/R

- *Single family ownership from 1973 to 2014*
- *Maintained with no expense spared*
- *Factory-fitted exchange engine*
- *Exceptional history file*





'More and more cars today reach the magical "ton" but those which can do it with the same ease and rapidity of the Aston can be counted on the fingers of one hand. High-speed stability and safety is not cheap to engineer, and with few people to pay the price, production costs are never reduced by the quantity of the work. The DB5 therefore fills a unique corner of the market, a corner at the top end both in the way it performs and the price one pays for the privilege.' – *Autocar*, 18th September 1964.

Aston Martin's post-war evolution took a giant step forward with the launch of the DB4 in 1958. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970. The engine was still an all-alloy, twin-overhead-camshaft, six but the old W O Bentley supervised 3.0-litre unit had been superseded by a new design by Tadek Marek. The new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm, and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Touring's Superleggera body construction, which employed a lightweight tubular structure to support the aluminium-alloy body panels, was deemed incompatible with the DB2/4-type multi-tubular spaceframe, so engineer Harold Beach drew up an immensely strong platform type chassis. The DB2/4's trailing-link independent front suspension gave way to unequal-length wishbones while at the rear the DB4 sported a live axle located by a Watts linkage instead of its predecessor's Panhard rod.

Five series were built as the model gradually metamorphosed into the DB5 of 1963. The latter's distinctive cowlhead lamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. The 3,995cc engine - first seen in the Lagonda Rapide - was mated to a four-speed overdrive-equipped gearbox; a proper ZF five-speed unit being an option at first and standardised later.

The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys. In production for only two years, during which period 1,021 were manufactured, the DB5 is considered by some to be the nicest of the Marek six-cylinder cars, combining as it does the short wheelbase of the original DB4 with the 4.0-litre engine as found in the larger DB6.

Chassis number '2026/R' was retailed via Francis Motors (Moto Baldet) and first owned by a Mr Cyril Parry of Lloyds Bank Chambers, London N10. The accompanying copy guarantee form records the original colour scheme as Goodwood Green with black Connolly hide trim, and lists a heated rear screen and Marchal fog lamps as the only items of non-standard equipment. The original registration was 'DRP 3C', the same as it is today.



Purchased by a previous owner's father from a Mr Elwell in August 1973 (receipt on file), the Aston was next owned by his mother and remained in the family's possession for some 40-plus years. 'DRP 3C' comes with one of the biggest and most comprehensive history files we have ever seen, containing every bill since 1973 and even some relating to Mr Elwell's ownership (close inspection recommended). There are also 28 expired MoTs, showing the recorded mileage increasing from 76,000 in January 1973 to 89,682 (actually 189,682) in January 2014, a distance of a little under 114,000 miles in 40 years.

Many of the bills are from Aston Martin Lagonda, including one for an exchange engine in March 1974 and overhaul of same engine the following year. Of particular historical interest is a letter from Mr R Handley, AML's Chief Executive, Parts & Service, assuring the owner "that the Service & Parts Division of Aston Martin Lagonda has resumed operations under the direction and authority of the Receiver and the full range of facilities is once more available backed by a very extensive stock of spares". Although undated, this letter would have been written in the aftermath of Aston Martin's rescue from bankruptcy by Company Developments.

Many of the other bills on file were issued by marque specialists R King & E Meakins of Wolverton, Milton Keynes, who were entrusted with the Aston's maintenance for many years. One of the most significant of these relates to a bare-metal re-spray, full interior re-trim and other works carried out in September 1990 at a cost in excess of £24,000.



Subsequently the car was looked after by marque specialists Aston Engineering, whose works included converting the cylinder head to 'lead free' specification and fitting electronic ignition, while subsequently its maintenance has been entrusted to Nicholas Mee and other specialists. Mee's most recent bill, dated February 2014, is for various engine works, a carburettor overhaul, replacing the fuel pump, and various related operations at a cost of £15,087. More recently the Aston has been serviced and maintained by marque specialists Chicane Classics Ltd of Bramshill, Hampshire (bills on file). Apart from the aforementioned 'lead free' conversion and electronic ignition, the only notified deviation from factory specification is an electric cooling fan.

While in the vendor's care, this DB5 has been enthusiastically campaigned, participating in the Wheels of Thrill Alpine Rally (taking in eight Swiss mountain passes); the Wheels of Thrill Snowdonia Rally; the Aston Martin London to Nürburgring to Reims to Goodwood FoS Rally; the Goodwood Breakfast Club Classic Grid (2018 & 2019); Heckfield House 'Goldfinger' screening; and a Hackett promotional film at Goodwood House and hill climb (2018).

Benefiting from uncompromising 'no-expense-spared' stewardship, this exceptionally well-documented DB5 is presented in generally good condition and offered with a V5C Registration Certificate and the aforementioned history file.

£470,000 - 550,000
€550,000 - 640,000



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04

From the estate of the late Michael Hirst

**1929 ALFA 6C 1750 SUPERCHARGED
SUPER SPORT SPIDER**

Coachwork by *Carrozzeria Zagato*

Registration no. JYH 98

Chassis no. 0312931

Frame no. 0332931

- *Iconic between-the-wars sports car*
- *Original Zagato body*
- *Present ownership since 1961*
- *Enthusiastically campaigned for the last 50-plus years*





“The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction.”
- Michael Frostick, *Alfa-Romeo-Milano*.

It was Enzo Ferrari, no less, who persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none. Jano arrived at Alfa in 1923 and by the following year had produced one of the most fabulous racing automobiles of all time - the legendary P2. As well as bringing Alfa much valuable publicity by virtue of its outstanding Grand Prix successes, the P2 provided the basis for Jano's first production model.

Announced in 1925 but not produced for another two years, the 6C 1500 was designed as a fast touring car combining light weight with sparkling performance. The latter was achieved courtesy of a 1,487cc inline six-cylinder engine based on the P2's straight eight and producing 44bhp in single-overhead-camshaft *Normale* form. Twin-overhead-camshaft Sport and supercharged Super Sport models followed, the latter being the first of its type to feature the classic open two-seater coachwork by Zagato forever associated with sporting Vintage-era Alfas. Production of the 6C 1500 ceased in 1929 on the arrival of the 6C 1750.

Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam *Turismo* and twin-cam Sport (later renamed *Gran Turismo*) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 120km/h (75mph) being attainable, depending on coachwork. Aimed at gentleman racing drivers, there was also a limited edition Super Sport, or SS, version, which later evolved into the Gran Sport. Most of these cars carried coachwork by *Carrozzeria Zagato* or *Carrozzeria Touring*, with James Young being responsible for bodying the majority imported into the UK.



1 (Opposite)

JYH 98 outside the Alfa Romeo Works in Milan, August 1964. Alfa Romeo 6C expert Sig. Luigi Fusi shakes hands with Michael Hirst. © Hirst Collection Archive.

2

JYH 98 in the early 1950s. Osterley, West London. © Hirst Collection Archive.

3

Michael Hirst with JYH 98, Lovell Street c. 1965. © Hirst Collection Archive.

4

Mike Hirst and his co-driver John Palmer at the Alfa Romeo organised Rievocazione della Mille Miglia in 1968 (after the Varenna Rally). Credit: Publifoto, Via Montello 14, Milano.

5

Close-up of Mike, at the wheel, and John. Credit: Publifoto, Via Montello 14, Milano.

6

JYH 98/0312913 in a group of Alfas during the event. Credit: Publifoto, Via Montello 14, Milano.



One of the oldest and most respected of automotive design firms, Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Alfa Romeo immediately realised the potential of Zagato's designs and thus commenced a fruitful collaboration that lasts to this day. Legendary racing models such as Alfa's 1500, 1750 Gran Sport and 2300 8C were followed by luxurious coupés and roadsters on FIAT and Lancia chassis.

In supercharged SS form the Alfa Romeo 6C 1750 was one of the most popular and successful sports-racing cars of its day, as demonstrated by the fact that no fewer than 26 competed in the 1929 Mille Miglia, of which 25 finished, six among the first ten. The race was won, for the second consecutive year, by Giuseppe Campari and Giulio Ramponi driving, of course, a 6C 1750 SS. Other high profile victories for this model include the 24 Hours of Spa Francorchamps, Grand Prix of Ireland, and the 12 Hours of San Sebastian - all in 1929 - plus the 24 Hours of Spa Francorchamps and RAC Tourist Trophy in 1930. The 1750's sporting career, aided by its mechanical longevity, extended far beyond its production, which ceased in 1933.

The car comes with an old-style continuation logbook recording the date of first registration as 16th June 1948 and listing eight owners in total between 1951 and 1957. In a letter on file, the first owner listed – John Pitcher of Wrangle, Lincolnshire – states that he had purchased car from Reg Parnell of Derby.

Michael Hirst acquired the Alfa in May 1961, by which time its original engine had been replaced with a Ford V8. Correspondence on file between Michael and previous owners reveals that the car was still fitted with a supercharged Alfa Romeo 1750 engine when sold by Chiltern Cars in May 1951 to Mr R J Hedges of Spaxton, Somerset. In 1953, S A Hurrell of SAH Accessories Ltd purchased Alfa, minus engine and gearbox, from Chiltern Cars of Leighton Buzzard; the original engine had blown up and was beyond repair. Hurrell fitted the 32hp Ford V8 and made other modifications before selling the car to Delta Garages of Leighton Buzzard in 1955.





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The car's early history is not known, but there is related correspondence on file from the Alfa Romeo factory dating from the early 1960s. By then Michael Hirst had removed the Ford V8 and fitted the engine from a 6th series 1750 SS of 1933 (engine number '121215071') that had been rebuilt in the UK, while a suitable gearbox was sourced from Norway (see file). He drove the rebuilt car to Italy and visited the Alfa Romeo factory in Milan where it was identified as chassis number '0312931': a 3rd series 1750 SS of 1929. In their letter dated 17th September 1964, Alfa stated that the body is Zagato original and congratulated Michael for the care with which he was maintaining the car.

In his letter dated 25th September 1964 to Ing. Fusi of Alfa Romeo, Michael Hirst questions the factory's attribution of '0312931', pointing out that '0332931' was stamped on the front dumb-iron. In their reply dated 3rd October 1964, Alfa states that the car's identity had been confirmed by Fusi at the time of Michael's visit to Milan, and that the chassis number should be '0312931'. In fact, with Alfa Romeos of this sort, the frame number (on the dumb-iron) never corresponds with the chassis number.

It had also been suggested that the car had been raced at Brooklands by Giulio Ramponi. Alfa replied: "We got in contact with Mr Perfetti, Ramponi's engineer at Brooklands in 1929, who confirmed that very probably he tested your car in 1929, being his task at that time; it is not sure however that it was your car the one that Ramponi raced at Brooklands."

In another letter to Ing. Fusi at Alfa Romeo, Michael states that the car had overheated on the way back from the factory in September 1964, cracking the cylinder block. He asks about making one in steel with cast-iron liners. Alfa responded by sending him a drawing of the cylinder block to assist with the construction of a replacement.

Michael Hirst joined the VSCC's Alfa Romeo Section, as it then was, in the early 1960s. He and his wife Jo - and the 6C 1750 SS - were regular and faithful supporters of the Club and were frequent attendees at Section/Register events both at home and abroad - including at least one early running of the Mille Miglia Storica - until ill health kept them closer to home in recent years. Michael was well known to many members of the Register, not only as a member, but as a true friend and Alfa supporter through his businesses: Vintage Frictions and Frenchay Garage.

Little used in recent years, this wonderful car had been the pride and joy of the current owner, taking pride of place in the garage in Bristol. Only it's owner's passing necessitates the sale of this Alfa Romeo 6C 1750 SS, which has not been offered on the open market in almost 60 years.

£800,000 - 1,200,000
€930,000 - 1,400,000

05

2001 FERRARI 550 MARANELLO COUPÉ

Registration no. X5 SOX

Chassis no. ZFFZR49C000122982

- Rare right-hand drive UK-delivered example
- Three former keepers
- Circa 25,000 miles from new
- Full Ferrari service history
- Freshly serviced for the sale
- Beautiful condition



"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*.

With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

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.

In 2004, *Evo* magazine published a 'Greatest Driver's Cars' feature that pitted the 550 Maranello against the Porsche 911 GT3, Honda NSX-R and Pagani Zonda C12S. The Ferrari won. "As with all great cars, there's no one facet that dominates the experience," declared the respected British motoring journal. "Yes, the engine is mighty, but the chassis is its equal. There's never been a supercar that's so exploitable and so rounded in its capabilities."

This exquisite right-hand drive Ferrari 550 Maranello was supplied new in the UK by Maranello Concessionaires on 1st March 2001. The car is finished in Grigio Titanio with Bordeaux leather interior, the latter equipped with the highly desirable 'Daytona' seats. The original service book shows that this Ferrari has been well maintained throughout its life, with servicing shared by Maranello, Graypaul, and QV London. Having had three former keepers, the car has covered only some 25,000 miles from new and is presented in commensurately excellent condition. Serviced only a few months ago by marque specialists, Kent High Performance, the Maranello is offered with its original tools and book pack, a fresh MoT, and a V5C Registration Certificate for the valuable mark 'X5 SOX'. With few owners and of low mileage, this superb Ferrari 550 Maranello is worthy of the closest inspection.

£90,000 - 120,000
€100,000 - 140,000



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06

Formerly the property of HRH The Prince of Wales

1994 ASTON MARTIN VIRAGE VOLANTE 6.3-LITRE CONVERTIBLE

Registration no. L199 GGS

Chassis no. SCFDAM2C9PBR60107

- Unique specification
- Manual gearbox
- Maintained by Aston Martin Works Service
- 34,849 miles from new
- Present ownership since 2012



© Tim Graham/Getty Images

'The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles.' - *Fast Lane*.

The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements. Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual gearbox continued to be available as an option.



Ahead of its forthcoming twin-supercharged Vantage, Aston Martin offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage and Virage Volante. When first released, the '6.3' produced 456bhp at 6,000rpm and 460lb/ft of torque. The resulting performance gains - 0-60mph in 5.5 seconds and a top speed of up to 174mph (depending on the axle ratio) - required serious chassis modifications, the '6.3' boasting sports suspension, 18"-diameter alloy wheels shod with Goodyear 285/45ZR18 tyres, and double vented and cross-drilled 14" front disc brakes. Outwardly the '6.3' in its 'wide body' configuration was distinguishable by flared wheelarches and new front, side and rear valances.

Owned from new by Aston Martin Lagonda Ltd and used by HRH the Prince of Wales until 2007/2008, chassis number '60107' was converted to 6.3-litre specification (engine, suspension, brakes and exhaust) by Aston Martin Works Service but unlike many Virage Volante '6.3s' has the standard (non-wide) body. This followed the tradition of the 'Prince of Wales'-specification V8 Volante of the 1980s, which retained the more subtle standard body to suit HRH's tastes. Other bespoke features include a police radio (since removed), second rear-view mirror and a leather-trimmed container in the centre armrest for the polo ponies' sugar cubes. A manual transmission model, the Volante was delivered finished in Special British Racing Green (non-metallic) with green Everflex roof, Mushroom leather upholstery, black leather dashboard top, and green carpets.

From circa 2007/2008, the car was displayed for some 4-5 years at Aston Martin's Headquarters at Gaydon, its arrival coinciding with the project, led by Works Service, to convert HRH's DB6 Mk2 Volante to run on bio-ethanol fuel. While in use from 1994 until 2007, '60107' was always serviced and maintained by AMWS at Newport Pagnell and is accompanied by its service booklet. The car also comes with a current MoT and a V5C document.

The current vendor purchased the Car in May 2012. The recorded mileage at that time was 33,960, to which the owner has added 889 miles, making the current total 34,849. Works Service had carried out a major service and MoT'd the car immediately before the 2012 sale. With its unique specification and former Royal patronage, this beautiful Virage Volante is a 'must have' for the serious Aston Martin collector.

£225,000 - 275,000
€260,000 - 320,000

07

1974 FERRARI DINO 246 GT SPIDER

Coachwork by Pininfarina/Scaglietti

Registration no. VPC 233M

Chassis no. 07702

- *One of only five UK-delivered factory-built 'Chairs & Flares' models*
- *Matching numbers*
- *Professionally restored in 2013*
- *Circa 47,217 miles from new*
- *Ferrari Classiche certified*





It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the Dino 206 in late 1969. The body was now steel and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - was adequate compensation for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going.

Testing the ultimate V6-engined Dino - the 246 GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, "it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high..." Truly a driver's car *par excellence*.



As the first series-produced, mid-engined Ferraris, the early Dino V6s are landmark cars. The line they founded would prove to be an immense commercial success for Maranello, production amounting to 2,487 GT Coupés and 1,274 GT Spiders by the time the model was deleted in 1974.

According to the Maranello Concessionaires Archive, this stunning Dino 246 GT Spider is one of only five right-hand drive examples delivered to the UK with the optional 'Daytona' seats and flared wheelarches - the so-called 'Chairs & Flares'. In a letter on file, Tony Willis of the Maranello Concessionaires Archive confirms that the Dino was first owned by a Mr D A Thomson and was first registered as 'VPC 233M'. It was originally finished in *Rosso Bordeaux* with beige hide trim, Daytona inserts and brown carpets, and equipped with wider wheels and electric windows.

This car comes with a most substantial file of history, showing that in 1983 (at 32,461 miles) it was exported to South Africa and remained there until April 2018. Related export paperwork, owners' correspondence verifying mileage, MoTs, and a South African Certificate of Registration are on file together with earlier servicing and maintenance bills (perusal recommended). Brought back to the UK by the current owner when he emigrated, the Dino has been reregistered with its original registration, 'VPC 233M'.

In 2013 (at 45,881 miles) a bare-metal restoration was commissioned from *Carrozzeria South Africa* - Ferrari *Classiche* approved - under the knowledgeable supervision of Ivano Segal, while recent services have been carried out by Scuderia South Africa (formerly Viglietti Motors) the official Ferrari dealer. Related bills and a full photographic record of the restoration are on file. The Dino also comes with an original tool bag, jack, warranty card, handbook, and warning triangle; its original radio and steering wheel (not fitted); and the all-important Ferrari *Classiche* Certification. '07702' is currently finished in classic Rosso Corsa with black interior; otherwise the car is to correct original specification - there are no other Ferrari *Classiche* qualifications or exceptions.

Since its return to the UK, the Dino has been serviced and stored by marque specialists DK Engineering and is up to date. Currently MoT'd, '07702' is described as in excellent mechanical and electrical condition and is said to drive superbly. Well documented and benefiting from extensive professional refurbishment, this beautiful Dino wants for nothing and has to be one of the very best examples of this extremely rare model.

A copy of the *Dino Compendium* by Matthias Bartz, signed and dedicated to chassis '07702' by the Dino's legendary designer, Leonardo Fioravanti, is included in the sale.

£380,000 - 460,000
€440,000 - 540,000



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08

2009 ASTON MARTIN DBS COUPÉ

Registration no. MX09 CYA

Chassis no. SCFAA05D49GE00665

- Supplied and maintained by Stratstone Wilmslow Aston Martin
- Manual transmission
- 2,974 miles from new
- Full service history
- All original books and tools





"Seductively powerful and exquisitely finished, DBS entered production in 2007 after a global reveal event at the Pebble Beach Concours d'Elegance. As a new flagship for the Aston Martin model range, DBS represented a synthesis of raw power, race-bred technology and design excellence." – Aston Martin.

Reviving a famous model name from Aston Martin's past, the DBS was based on the DB9 and replaced the outgoing Vanquish S as the company's top-of-the-range supercar. Before the DBS entered production, the world got a mouth-watering preview when one appeared in 'Casino Royale' (2006), Daniel Craig's debut in the role of James Bond. The DBS also appeared in the opening sequence of 'Quantum of Solace', the follow up film released in 2008.

In terms of its styling, the DBS was clearly a development of the DB9 but with the additions of a carbon fibre front splitter and carbon fibre rear diffuser among others. The aluminium chassis is known as the 'VH Generation 2' platform, 'VH' referring to its vertical and horizontal adaptability. State-of-the-art manufacturing techniques were employed in making the aluminium/composite body, which was robotically assembled using a combination of self-piercing rivets and adhesive.

The DBS was powered by a development of the 5.9-litre, 48-valve, V12 engine found in other Aston Martin models, producing 510bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (190mph) in manual transmission form, with 60mph attainable from a standing start in a neck-snapping 4.3 seconds.

The aluminium engine was mounted as far back as possible in the chassis, while the transmission/final drive was combined in a rear transaxle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution, with commensurate benefits to handling, roadholding, and controllability. Transmission options were a six-speed manual or six-speed 'Touchtronic 2' paddle-shift semi-automatic, while the striking 20" wheels were considered by some to be the best looking on any Aston Martin.

Inside the DBS one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Production ceased in 2012.

A rare manual gearbox model, the Aston Martin DBS offered here was supplied through Stratstone Wilmslow Aston Martin on 24th March 2009 and has had one former keeper. The car is finished in Meteorite Silver while the interior is trimmed in Obsidian Black leather with contrasting silver stitching. Other noteworthy features include Piano Black interior woodwork, Charcoal seatbelts, and auto-dimming mirrors. Impeccably maintained, this Aston has been serviced by the supplying dealer nine times, the last occasion being in January 2018 when the car had covered 2,152 miles (the current odometer reading is 2,974 miles). The stamped service booklet is on file and the car also comes with its original books and tools, a V5C Registration Certificate, and current MoT. A wonderful opportunity to own one of these rare and collectible modern Aston Martins.

£100,000 - 130,000
£120,000 - 150,000

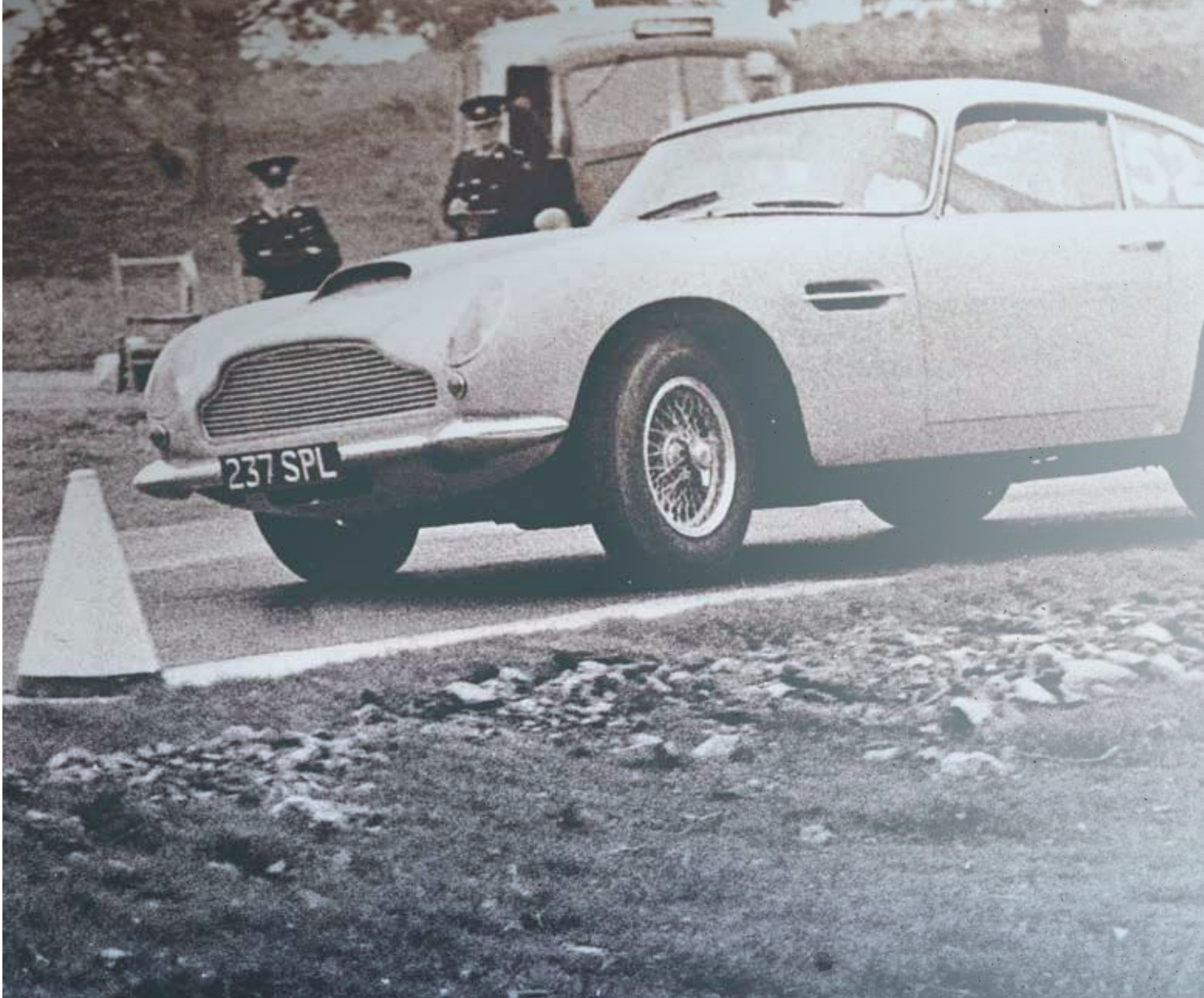
09

*From the estate of the late Malcolm Cramp; The ex-Phil Scragg,
In current ownership since 1965 and regarded as the 'Missing Lightweight'*

1961 ASTON MARTIN DB4GT 'LIGHTWEIGHT' SPORTS SALOON

Registration no. SCM 971
Chassis no. DB4GT/0169/R

- *In present ownership since 1965*
- *Regarded as the 'Missing Lightweight'*
- *One of only 45 right-hand drive DB4GTs*
- *Engine rebuilt by Aston Martin Works Service in 2007*
- *ZF five-speed manual gearbox*
- *Known ownership history*





MALCOLM PERCY CRAMP 1923 – 2019

Malcolm Percy Cramp was born in Coventry in 1923, the younger of two sons to Percy and Ada Cramp. The family lived in an imposing Victorian villa, with a watchmaker's workshop at the rear, in Holyhead Road, near to the city centre. Malcolm and elder brother Cyril were educated at King Henry VIII Grammar School, and on leaving went to work at their father's engineering factory, founded in 1910 and situated in Union Street adjacent to All Saints' Church.

Early on, the two brothers decided they did not wish to spend their lives working for their father, so enlisted in the Royal Navy at the local recruiting office. The brothers' adventure was short lived, as their father met up with the recruiting officer and, over a few libations at a nearby hostelry, persuaded him to release the boys.

The brothers worked hard and learned their trade, but in the early years money was tight and four-wheeled transport out of reach.

Malcolm decided his best course was to settle for two wheels, and purchased two water-cooled Velocette motorcycles for himself and wife, Dorothy. They could be seen riding in formation through Broad Gate clad in their riding habits, Malcolm with brown trilby hat.

As the family business flourished, Malcolm progressed to a variety of vehicles, including a Riley saloon, a troublesome Lagonda and finally an Aston Martin DB3. All was well until he was overtaken by a Jaguar E-Type. This could not be tolerated, so the DB3 was immediately put up for sale.

After searching for some time, Malcolm was fortunate to find a beautiful and rare 'Lightweight' Aston Martin DB4GT, originally owned by Phil Scragg, a well-known competitor at the Prescott hill climb and circuit racer in large-capacity sports-racers. Dorothy was despatched to Birmingham to collect it, but was unable to fathom the working of the fly-off handbrake so had to telephone for instruction. Safely delivered, the DB4GT occupied pride of place in Malcolm's heated garage from 1965 until the present day.





'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 carburettors, 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.

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.

The DB4GT offered a strong challenge to the prevailing Ferrari dominance in GT racing, enjoying numerous victories. For recognised racing teams, the DB4GT was supplied in lightweight specification. The lightweight version made its debut at Goodwood in 1960, Stirling Moss winning at the wheel of Tommy Sopwith's Team Endeavour entry. John Ogier then ordered two lightweights for his Essex Racing Stable - the famous '17 TVX' and '18 TVX' - both of which enjoyed considerable success driven by some of the greatest drivers of the period. A further six lightweights would be built, including one for Peter Lindner; indeed, the last DB4GT completed was a lightweight.

Aston Martin built a mere 75 DB4GTs (nine to lightweight specification) plus further 19 Zagato-bodied variants, one Bertone-bodied special, and five 'Team' or 'Development Project' cars. 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.



The sixth from last DB4GT, chassis number '0169/R' is one of only nine cars completed to lightweight specification by the factory, as evidenced by the accompanying copy guarantee form, which lists the body type as 'Saloon (Lightweight)'. Typically, for the lightweight cars, much of the steel structure in the chassis is perforated, and panels are cut out of the floor and replaced with aluminium. The floor under the fuel tank and rear parcel shelf is made from aluminium, as is the engine bay bulkhead. The glove box lid is deleted and the door panels are simpler, while all the windows aside from the screen are made from Perspex. Mechanically the cars were to standard GT specification but it is certain in the case of one lightweight and probably in others, that the engine was a 'blueprint' built in the Feltham competition department.

Originally finished in Wedgewood Blue with black Connolly leather interior trim, '0169/R' left the factory equipped with two items of non-standard equipment – a heater and glass door windows – to which a Motorola radio was added in April 1962. The car was ordered with Dunlop racing tyres as the purchaser's intention was to race it. Several changes of rear axle ratio are recorded on the guarantee form.

The DB4GT was retailed via Brooklands (HWM) and registered on 17th January 1961 by HWM, who sold the car to Ernest Scragg & Sons Ltd of Macclesfield, Cheshire on 9th February '61. Registered '237 SPL', the DB4GT was raced by Phil Scragg, a circuit-racing star of the early 1950s, who would go on to become even better known as a hill climb exponent during the 1960s. Indeed, '0169/R' had been ordered with the unusually low axle ratio of 4.09:1, almost certainly with hill climbs in mind, which was further lowered to 4.27:1 by the factory in April 1961. The AMOC Register lists three results for Scragg and '0169/R', all in 1961: 2nd at Loton Park; 2nd at the BARC Sprint, Aintree: and 2nd at the BOC's Prescott meeting.

In April 1962 the DB4GT was returned to the factory and fitted with the standard 3.54:1 ratio rear axle. At the same time a radio was fitted and the Perspex wind-up windows replaced with glass. The car's second registered owner, from 9th April '62, was Automatic Laundry Ltd (K C Rothery) of Prenton, Cheshire, as confirmed by the accompanying original buff logbook. The latter records the late Malcolm Cramp as next owner, from April 1965, while the change of registration from 'KCR 123' to 'SCM 971' is dated 24th March '65. Automatic Laundry's acknowledgement letter and sales receipt, made out to Cramp Engineering Co Ltd of Coventry, are on file. Also on file is an illustrated report, compiled in November 2019 by DB4GT authority and co-author of The Aston Martin DB4GT, Stephen Archer, which prospective purchasers are urged to read.



- 1
Prescott Hill Climb, 2013
- 2
Original purchase invoice from Mr K.C
Rothery to Malcolm P Cramp, 1965
- 3
Purchase receipt for £1,925, 1965

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.

2

Autolozn
AUTOMATIC LAUNDRY LIMITED
 AND BRANCHES
 206 WALTON BRECK ROAD LIVERPOOL 4 ANFIELD 6809

Mr. Cramp,
 Cramp Engineering Ltd.,
 Bread St. Jetty,
 Bread St.,
 Coventry.

KCR/SJS

23rd March 1965

1975

Dear Mr. Cramp,

Confirming our conversation at our meeting on Sunday 21st March and our telephone conversation of today.

You have agreed to purchase our Aston Martin D.B.4 G.T. first registered Jan 1961 for the sum of £1900 (nineteen hundred pounds). We are to deliver the car to you at the Stonebridge Roundabout at 3.30 p.m. Thursday 23rd March. We would be obliged if you would arrange for your insurance to cover the car from that time. The details for your insurance company are as follows.. Private Aston Martin Blue F.H.Cespe, Petrol D.B.4 G.T. chassis No. DB4GT/0169R engine No. 370/0153/GT. rating 3670 cc. Registration No. DOM 971 formerly KCR 125.

Assuring you of our best attention at all times,

Yours sincerely,


Wanted
 Specialist

DIRECTOR: W. E. KOTHEP MAJOR G. B. McKEAN, D.S.L.P. W. E. KOTHEP

In correspondence with AMOC, Malcolm Cramp advised that '0169/R' had a ZF five-speed gearbox fitted in 1974 in place of the David Brown four-speed; that the axle had been changed again, this time to a 3.77:1 ratio; and that the Borrani wire wheels had been replaced with 15" Cobra wheels (the wheelarches were flared to suit). It is also known that the cylinder head has been changed (but is of correct type), as indicated by the purchase invoice on file. The Borrani wheels are included in the sale.

A hand-written note on file records that the Aston had covered 115,107 miles by 17th April 1991, while there is also correspondence from Aston Martin Works Service regarding an engine rebuild (including conversion to 4.2 litres capacity) undertaken in November 2007, and a bill for fitting an electronic fuel pump in October 2010. The car also comes with its original instruction book containing the owner's detailed notes. During Malcolm Cramp's ownership the car was mainly used to attend AMOC and Prescott events.

In the aforementioned report, Stephen Archer notes that the car has been re-sprayed in what appears to Elusive Blue or similar, and he describes the body as "well used but of great integrity". The front screen is cracked but there is a new-old-stock screen with the car, while the rear window - originally Perspex - is now glass. The rear quarter-lights appear to be the original Perspex items.

All of the extraordinarily well preserved interior appears to be original and is delightfully patinated, with perhaps only some carpets in need of renewal. The door cards are the original lightweight competition type and the glove box lid is correctly absent. The running gear remains to original specification and appears to be serviceable, and the chassis likewise appears to be very sound with only a few patches. When inspected, the engine was started and warmed up; oil pressure is very good and the engine runs smoothly without untoward noises. Clutch action is good but the car has not been test driven and thus is sold strictly as viewed.

Summarising '0169/R', Stephen Archer had this to say: "It would be easy to jump to the conclusion that this car needs a restoration of some magnitude. In truth, this car is an extraordinary example of originality that has been well enough preserved to be mostly retained. "There have never been any major repairs or restoration carried out and the car's 3 owners has cherished it in a very particular way. With light re-commissioning it can be used as it is. The interior can be preserved and the next owner drive a piece of history that is still an Aston Martin as built by the works. "It is very rare to see a 1960s Aston in this condition. For it to be a GT is very special and it is a truly unique lightweight DB4GT, there is no other like it."

'0169/R' has also been inspected by renowned Aston Martin specialists, R S Williams; Neil Thompson has confirmed its Lightweight provenance and would be happy to discuss the car with any interested parties.




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 '0169/R' offers a rare opportunity to acquire an original right-hand drive lightweight capable of competing with distinction in a variety of historic motoring events.

Bonhams would like to thank Stephen Archer and Neil Thompson (R.S Williams) for their invaluable assistance in preparing this description.
£2,000,000 - 3,000,000
£2,300,000 - 3,500,000
No Reserve

3

25th. MARCH 1965.

RECEIVED FROM THE CRAMP ENGINEERING CO. LTD.
 COVENTRY, IN SETTLEMENT FOR SECOND HAND
 ASTON MARTIN DB4.GT. (1961) REGISTERED
 NUMBER DOM 971. THE SUM OF £1,925. 0. 0.

10

2001 FERRARI 550 BARCHETTA PININFARINA

Registration no. LP51 UYF

Chassis no. ZFFZR52C000124416

- Number '438' of only 448 built
- Supplied new to South Africa
- Right-hand drive
- 7,195 kilometres (approximately 4,400 miles) from new
- Original helmets, carrying bags, and racing harnesses





The long association between Ferrari and Pininfarina has been responsible for the creation of some of the most sublime fusions of art and automotive technology, and to mark the world renowned Carrozzeria's 70th Anniversary in 2000, Ferrari supremo Luca di Montezemolo invited Sergio Pininfarina to submit designs for a front-engined roadster embodying the spirit of past Maranello classics. Choosing the 550 Maranello coupé as the basis, the maestro proposed a return to the traditional *barchetta* style. In Ferrari's own words: "Functional and unadorned with a simple manual soft-top, the *barchetta*-style solution has enabled Ferrari's engineers to offset the additional weight gained by reinforcing the chassis and fitting rear roll bars. Consequently the 550 Barchetta Pininfarina weighs no more than the 500 Maranello."

The heart of any Ferrari is its engine, and the Barchetta Pininfarina's 48-valve, 5.5-litre V12 is the same as that of the 550 Maranello, developing 485bhp at 7,000rpm. All main engine castings of this state-of-the-art power unit are in light alloy, the aluminium wet liners are Nikasil coated and the connecting rods are titanium alloy. The design of the inlet and exhaust systems is derived directly from that of Ferrari's Formula 1 engines, providing the optimum balance between volumetric and combustion efficiency. Variable intake geometry helps increase both torque and maximum power, ensuring "optimum performance at all engine speeds, guaranteeing excellent torque delivery throughout the rev range". One expects nothing less from Ferrari.

Standard equipment included electric windows and door mirrors, air conditioning, remote alarm and central locking, and split-rim alloy wheels.

The production run was limited to 448 cars, each individually numbered and carrying a plaque inside with its own serial number and Sergio Pininfarina's signature. The result was an instant classic, with production reserved for a handful of faithful *Ferraristi*.

This rare right-hand drive example was delivered new to South Africa in UK specification and has covered only some 7,000 kilometres (approximately 4,300 miles) since it left the factory. Delivered by Rosso Sport Auto, the then official Ferrari dealership in Johannesburg, the car has had two previous owners and was brought to the UK by the current owner when he emigrated.

From delivery to 2013, the *Barchetta* was maintained fastidiously by the late Piero Giovanelli of Rosso Sport Auto. From 2013 to 2018, servicing was carried out by Scuderia South Africa (formerly Viglietti Motors), the official Ferrari dealer in South Africa. Since its arrival in the UK in April 2018, the *Barchetta* has been serviced and stored by marque specialists DK Engineering and is up to date.

Finished in *Rosso Corsa* with light tan interior, this *Barchetta* comes with all books and tools; Certificate of Origin; import documentation; Ferrari warranty card; Republic of South Africa Certificate of Registration; the two originally supplied helmets and their bags; a V5C registration document; and current MoT. Described by the private vendor as in excellent condition throughout, this most exclusive numbered modern Ferrari would be a credit to any private collection.

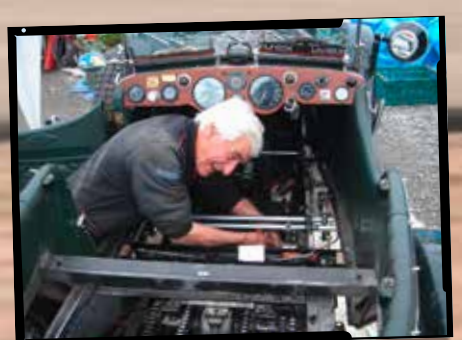
£250,000 - 300,000
€290,000 - 350,000

1939 FRAZER NASH-BMW 328 ROADSTER

Registration no. HTU 446

Chassis no. 85411

- Owned by Alastair Pugh - Captain and Patron of the Frazer Nash Car Club - from 1988 to 2019
- Extensively campaigned throughout the last 30 years
- Professionally restored in 2018
- Eligible for the Mille Miglia, Nürburgring Oldtimer GP, Le Mans Historic, etc





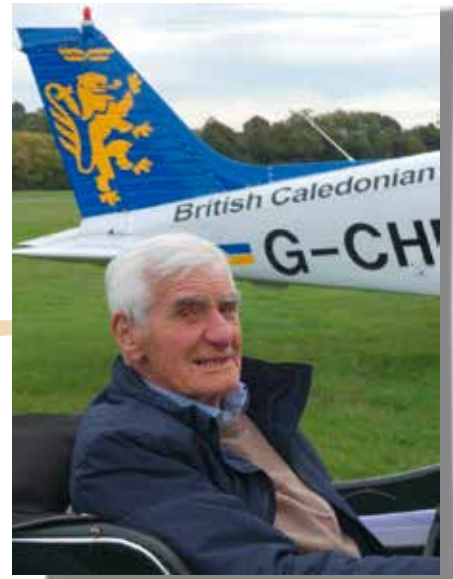
ALASTAIR PUGH (1928 – 2019)

Alastair Pugh's long life was focused on his passion for cars and aeroplanes. An apprentice at De Havilland's, Alastair, somewhat unusually, learnt to fly before really learning to drive but, at the age of 21, he bought his first Frazer Nash. This was the start of a 70-year racing career culminating in him becoming Captain of the Frazer Nash Car Club, then Patron of both the Club and the Frazer Nash Archives. He was also a long-standing trustee of Brooklands.

Alastair's introduction to a pre-war Frazer Nash BMW 328 was driving back in a friend's car from one of the decennial Frazer Nash raids to Bolzano and the Dolomites. He was smitten. British Caledonian, where Alastair had been Managing Director and Vice Chairman, had just been acquired by British Airways. This gave him the time to refocus on his interest in racing pre-war sports cars.

He heard that a Frazer Nash BMW was available in Cheshire and that it had a fascinating back-story. The car was one of the very last to be imported from Germany in 1939 and immediately had been impounded by HM Customs. It was not released until 1946 when the chassis was married up with its BMW bodywork at the Frazer Nash (AFN Ltd) factory in Isleworth. To see Alastair tell the story of 'HTU 446' himself, see <https://frazernashbmw328.com/provenance>.

Alastair soon realised his enthusiasm for the 328 had made him oblivious to the car's condition at time of purchase, so over the next 30 years he proceeded to rebuild it regularly, alongside two chain-drive Nashes, to his rigorous 'as new' standard.



During this time, he campaigned 'HTU 446' at Le Mans (Classic and Legends), Silverstone, Mallory Park, Goodwood, Étretat, Prescott and numerous other locations. He took it on rallies such as the '1,000 Miles in 24 hours' and on numerous Frazer Nash 'Raids' on the Continent. Alastair liked to be competitive, he and the car producing a wealth of speed records and some excellent results (see <https://frazernashbmw328.com/racehistory>), although this occasionally necessitated a further winter rebuild! He saw no reason why a car should not be prepared sufficiently well enough to succeed both on the circuit and in concours, as evidenced by 'HTU 446' winning, for example, the Brooklands Double Twelve twice.

Motor racing kept Alastair young and engaged. Although hailed in one television programme as 'Britain's oldest racing driver', and still very much in the driver's seat, Alastair in his 90th year made a decision perfectly in line with his driving philosophy. His view was that cars should always be driven (no trailers for Alastair) and preferably raced. Accordingly, he decided he would pass on 'HTU 446' to its next owner in perfect condition. In 2018 it had a full engine rebuild, and he warned his heirs and successors that he would spend large sums on the bodywork and upholstery, which he did, finally tweaking it to perfection on the rolling-road. His family hopes that whoever takes on 'HTU 446' will get the same joy from the car that they, and above all Alastair, did.



BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on 14th June 1936, when Ernst Henne beat a field that included 1½-litre *monoposto* racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary '328'. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

It had been the acquisition of the Dixi works at Eisenach in 1928 that provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in car manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, and then in 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf IFS and rack-and-pinion steering. These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness in equal measure - virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.

The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the 1,971cc Type 326 engine's block-mounted single camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim.





The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminium coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible hood, and were well equipped and very comfortable in the manner of the best *Grandes Routières*. On the racetrack the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.

The most advanced sports car of its day, the 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Between 1936 and 1939 only 426 BMW 328s were made, of which fewer than 200 are believed to exist today.

In late 1934, AFN Ltd concluded an agreement with BMW for the importation of their cars into the UK where they were sold as Frazer Nash-BMWs, some with coachwork by British firms and others with German-made bodies. According to the Frazer Nash archives, chassis number '85411' was imported as a right-hand-drive chassis in 1939. It was immediately impounded by HM Customs and not released to AFN until 1946 when it was bodied by the works, possibly using a body from another 328.

The first owner was Edwin Redwood, who had associations with the Aldington Brothers at AFN. Thereafter the car spent some time in Ireland from where it was recovered by Tony Mitchell. In 1976 Tony sold the car to Ken Whimster, a former archivist of the BMW Historic Section, from whom Alastair Pugh - Captain and Patron of the Frazer Nash Car Club - acquired it in 1988.



Following a major accident in the VSCC Pomeroy Trophy event at Silverstone in 1996, the car was rebuilt, mostly by Michael Jarrett, but attention to the mechanicals and coachwork has been fairly continuous. In the early 2000s the car was fitted with twin-leading-shoe front brakes, a half-height windscreen, and a spare wheel-well cover, while a Bristol gearbox has been fitted for racing (the original Hurth 'box accompanies the car). More recently, in 2018, the bodywork was extensively restored and the car repainted by classic car restoration specialists, Mitchell Motors, while the engine was fully overhauled by IN Racing Ltd. The car was then set up on Hi Tech Motorsport's rolling-road dynamometer. Totalling in excess of £31,000, detailed bills for the restoration works are on file.

So far as is known, 'HTU 446' had no competition history prior to Alastair Pugh's ownership, but since then has been raced extensively in VSCC, Frazer Nash Car Club, and many other events in the UK and on the Continent. Alastair has driven the car in the Le Mans Legends Race which immediately precedes the 24-hour event on the Sarthe circuit (in 2005 and 2006) while other events contested over the last three decades include the Goodwood Revival (fastest pre-war car in the Lavant Cup) and Goodwood Members' Meeting (4th overall). 'HTU 446' has also competed at Silverstone and Brooklands and in the FNCC Alpine Trials and '1,000 Miles in 24 Hours'.

Recent events attended include the BMW HM Club Rally (2017) and the Rallye d'Alsace (2018). It is the current and former holder of numerous records. Further details are available at <https://FrazerNashBMW328.com>

The history of 'HTU 446' is documented by three large files. The latter's contents include numerous invoices dating back to the 1980s, an old-style continuation logbook (1960s), records of races entered and results achieved, various dynamometer printouts, assorted technical literature, and old HTP papers (expired 2018).

Described by the vendor as in excellent condition throughout, this much loved and extensively campaigned Frazer Nash-BMW is worthy of the closest inspection.

Generally regarded as one of the very few pre-war models that drives like a post-war car, the BMW 328 is eligible for all the most important historic events including the Mille Miglia, Nürburgring Oldtimer GP, and Le Mans Historic.

£650,000 - 850,000
€760,000 - 990,000

12

**1966 ASTON MARTIN DB6 VANTAGE
4.2-LITRE SPORTS SALOON**

Registration no. JJW 100D
Chassis no. DB6/2650/R

- *Uniquely ordered with the Vantage engine and automatic transmission*
- *Known ownership history*
- *Present ownership since 2013*
- *Professionally restored in 2018*
- *ZF five-speed manual gearbox*
- *Extensively upgraded*





This DB6 was ordered new by Arthur White of Wolverhampton. A well-to-do gentleman, Mr White wanted a powerful yet relaxed Grand Tourer so he specified the unique combination of the more powerful Vantage engine and the optional automatic transmission. According to the original buff logbook, the Aston was first registered on 7th April 1966.

Mr White was fond of road trips and often drove the DB6 down to Dover, took the ferry to Calais and then drove to Paris for a weekend on the town. Wear in the passenger-side carpet (since repaired with new Wilton carpeting) was evidence of the many rides taken by the stiletto-wearing Mrs White to the next dinner party or other engagement.

According to expired MoTs on file, by 1976 the Whites had covered nearly 52,000 miles in the DB6, and they continued to add some 2,000 miles annually until Mr White's death in 1984, at which time the car was transferred briefly to his nephew before being acquired by a James Moody of Ithaca, New York State. Upon acquisition, the DB6 was shipped to the USA's East Coast in September 1986. While Stateside, only some 200 miles were covered.

The current owner acquired the Aston in November 2013 and used it for several years, adding only a few hundred miles to the total covered. Having restored previously a DB5 and a DB6, and preferring the feel of a restored car, he undertook a three-year, bare-metal restoration which was completed in 2018; he brought the car home to the UK in the summer of that year.

During restoration, the colour was changed from Sage Green to Silver Birch while the engine was rebuilt and enlarged to 4.2 litres capacity by the renowned engineering firm, Steel Wings of Pennsylvania. Steel Wings also rebuilt all the mechanicals and swapped the automatic transmission for an original ZF manual gearbox. They also fitted an upgraded radiator, upgraded brakes, and a handling kit, transforming the DB6 Vantage into a better-than-new example of this famous model. Possessing a beautiful patina of age, the original black Connolly leather interior has been retained. The steering wheel has been renewed and the original radio brought up to date by London Chrome with new electronics, Bluetooth connectivity, and Apple CarPlay. The original steering wheel accompanies the car together with the original toolbox and an owner's manual. Accompanying documentation consists of the aforementioned original logbook and expired MoTs; a current V5C Registration Certificate; and receipts relating to the three-year renovation.

£260,000 - 310,000
€300,000 - 360,000

13
No Lot





THE FOLLOWING THREE CARS
ARE OFFERED FROM:



THE JAY KAY COLLECTION



Offered from the collection of Jay Kay.

One of only 200 examples built

1973 PORSCHE 911 CARRERA RS 2.7-LITRE 'LIGHTWEIGHT' COUPÉ

Registration no. ABW 331L

Chassis no. 9113601097

- *One of only 200 Lightweight models built*
- *Delivered new in Germany*
- *Left-hand drive*
- *Matching chassis and engine numbers*
- *Present ownership since 2008*
- *Engine rebuilt by Maxted-Page in 2015*

"Nothing that is desirable comes easily or cheaply and the Carrera RS is no exception, but without question it is one of the great cars of the 1970s; the personification of GT motoring and race breeding." - *Motor Sport* magazine, February 1973.

Referencing past successes in Mexico's fabled Carrera Panamericana road races, Porsche revived the evocative Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated 'Carrera RS' (RennSport), the newcomer was intended as a limited edition 'homologation special' to enable the factory to compete in the Group 4 Special GT category, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was progressively extended, eventually ending up at 1,580 units and allowing homologation in Group 3 for standard GT production cars.

After 17 RSH (for Homologation) ultra-lightweight (960kg) cars had been completed, production of the slightly heavier (975kg) but still very basic RS Sport began. Designated M471 and also known as the Lightweight model, the RS Sport featured minimal undercoating and sound-proofing, simple door trim, manually operated windows, no rear seats, Recaro bucket seats for the driver and passenger, felt carpets, and rubber footwell mats. Only some 200 RSH and RS Sport models were made, the majority of cars being ordered with the more civilised and practical RS Touring (M472) package, which cost an extra DM 2,500 and offered the greater comfort of the 911S's trimmed and upholstered interior.







Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheelarches) for improved handling, while the 2.7-litre, mechanically fuel-injected (MFI), air-cooled six-cylinder engine's 210bhp boosted top speed to around 150mph. Not merely styling gimmicks, the Carrera's trademark 'duck's tail' spoiler and front air dam made a vital contribution to high-speed stability, a virtue of increasing importance as power outputs continued to rise. They represent Porsche's first serious experimentation with aerodynamic devices on a production car. But above all it was the reduction of weight that transformed performance. The Carrera RS immediately proved itself a winner, devastating the competition on the racetracks of Europe and the USA, and would turn out to be a surprisingly effective rally car to boot. Based on the 911 Carrera RS Lightweight announced the previous year, the RSR GT-category racer collected overall wins in the World Sportscar Championship at Daytona and the Targa Florio in 1973, defeating 3-litre prototypes from Ferrari, Matra, and Mirage-Ford in the process, an outstanding achievement for a production-based car.

"The power and torque of this engine, and the wide rev-band, really do make this latest Porsche a shattering performer without the necessity of 'doing a Vic Elford'," reckoned *Motor Sport's* inimitable scribe, Denis Jenkinson, who also appreciated the Carrera's well-sorted suspension. "The joy of such suspension is that you can ignore road surfaces, undulations, irregularities and so on, and put all your driving concentration into speed judgement and direction, and it is no wonder that Porsches excel in the Targa Florio or round the Nürburgring."

For 1974, Porsche introduced a new body incorporating impact-absorbing bumpers - a US requirement - after which the earlier body became known as the 'long hood' type. In the USA, though, the Carrera had to make do with an electronically fuel-injected engine producing 'only' 175bhp (to meet emissions legislation) while elsewhere Porsche's customers continued to enjoy the legendary 2.7-litre MFI RS-specification 911/83 engine producing 210 horsepower. Needless to say, the earlier, 'long hood', 'full power' Lightweights like that offered here are by far the most desirable and sought-after.

Chassis number '1097' left the factory in April 1973 and was delivered the following month to its first owner in Germany, one Hans-Werner Schwab-Pepperhoff (see German Fahrzeugbrief on file). The Carrera was delivered in Lightweight (M471) specification finished in Tangerine (Blood Orange). After approximately six to eight years use, the owner had the car repainted (mainly the outside) in the more commonly seen white. It was then put into his private museum where it remained unused for around 10 years. The Porsche was then brought out of the museum to be used again, but although running well, the engine was leaking oil, its lack of use having resulted in dried seals and gaskets, etc. The owner was a long-time Porsche customer, a friend of the Porsche family and well known to the factory's racing department, and so the engine and transmission were sent to the latter for rebuilding. It is understood that during the rebuild the engine was 'blueprinted', at the very least, and as a result this Carrera RS is said to perform like few others. Post-rebuild, the car enjoyed very little use before passing to a new owner in the UK where it was first registered on 17th June 1999. There are sundry invoices on file and 10 MoT certificates covering the subsequent 20 years to date, during which the car has covered only 4,543 kilometres.



Its new owner used the Carrera for several months, including trips through France, Germany and Italy, and then sold it to a friend (a prolific Porsche collector) who put the car into his collection of some 25 fine Porsches, which included another eight RS models in various specifications. In the mid-2000s, '1097' was bare-shell repainted and returned to its original Tangerine livery.

Commissioned by Bonhams, respected marque specialist Josh Sadler's report on the car's specification and condition is on file. Founder of renowned Porsche specialists Autofarm, Josh inspected '1097' in November 2019, finding it to be "a generally correct, standard specification 1973 Carrera RS 2.7 M471 Sport or 'Lightweight'". Importantly, he is of the opinion that the bodysell is the original, as is the engine crankcase. The report concludes: "For now it is a generally correct and attractive example of this important model, and one that I am advised drives well". Prospective purchasers are urged to read Mr Sadler's report prior to bidding.

Jay Kay acquired the Carrera from Mr Andrew Stevens of Norfolk in April 2008, since when it has been registered in his company's name. While in Jay's care the Porsche has been serviced and maintained by renowned marque specialists Maxted-Page Ltd. Works carried out include an engine rebuild in February 2015, and there are bills on file totalling in excess of £8,000 together with a V5C Registration Certificate. The car has covered only some 1,000 kilometres while in Jay Kay's custodianship. A rare opportunity to acquire an historic Porsche 911 to the ultimate RS Lightweight specification: a veritable 'Holy Grail' for the serious Porsche collector.

£750,000 - 850,000

€880,000 - 990,000



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.

15

*Offered from the collection of Jay Kay
and a right-hand drive example*

2016 FERRARI F12TDF BERLINETTA

Registration no. RF16 KAJ

Chassis no. ZFF81BHC000219488

- One of only 799 built
- Rare UK-delivered right-hand drive model
- Ordered new by the current owner
- Uniquely well specified
- All books and tools
- Circa 1,600 miles from new
- Superb condition





"The Ferrari F12 has never struck anyone as being in need of more power. It really doesn't feel like it needs more nor, at least without significant modification, should it be given it. But here we are: the Ferrari F12tdf, a special version of the F12, limited in production but unlimited in ambition." – *Autocar*.

Introduced to the motoring public at the 2102 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined *Gran Turismos*. "... the company has thrown everything at it to ensure it's vastly quicker than its seminal predecessor, but also that it's more enjoyable at low speeds," declared *Evo* magazine, continuing: "It claims to be both GT and supercar, mixing front-engined packaging and civility with exotic, F1-inspired dynamic ability."

Ferrari's gorgeous new *berlinetta* was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 receiving the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever, winning the 'Best Performance' and 'Best Engine above 4.0 litres' categories in the 2013 'International Engine of the Year Awards'. With 730bhp on tap, this class-leading power unit - one of the

most powerful ever installed in a Ferrari road car – delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower.

But these days even a supercar has to make the odd concession in the interests of fuel economy, and with this in mind the F12 incorporated Ferrari's HELE stop/start system that reduces consumption when idling. Paddle shifters mounted on the steering wheel – an innovation pioneered by Ferrari in Formula 1 - had long been a feature of the Maranello marque's road cars, and the F12's controlled a seven-speed dual-clutch semi-automatic transmission. Stability, traction control, suspension, and other settings were also controlled from the F12's steering wheel, while improved carbon-ceramic brakes helped keep things in check.

The engine/transmission package was mounted in an aluminium spaceframe chassis - developed by Ferrari's close neighbours and long-time collaborators, *Carrozzeria Scaglietti* – that represented significant gains in rigidity and weight reduction when compared with the preceding 599 GTB. As one would expect of a modern-day Ferrari supercar, the F12 came with the latest in driver aids as standard: ABS, SCM-E magnetorheological suspension, electronic limited-slip differential, ESP Premium stability control, and F1-Trac traction control.



Styled by the Ferrari Styling Centre and *Carrozzeria Pininfarina*, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. A significant aerodynamic development was the 'Aero Bridge': an underbody air channel running from front to rear that increased down force while exerting less drag than an external wing. 'Active Brake Cooling' ducts had been adopted for the same reason; opening only when the brakes required cooling while remaining closed at other times to reduce aerodynamic drag. The result was a remarkably low drag coefficient of only 0.299. Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey: who would have thought that a carbon fibre cup holder could cost over €2,000?

In October 2015, Ferrari announced a limited-edition variant, the F12tdf, its nomenclature referencing a competition variant of the 250 GT, so named following the latter's many victories in the Tour de France Automobile in the late 1950s/early 1960s. Like its illustrious predecessor, the F12tdf was a lightweight, track-focused model aimed at wealthy connoisseurs and gentleman racers; only 799 were built during the 2016 and 2017 seasons.

The F12tdf used the same 6.3-litre V12 engine as the standard car, albeit modified to produce 770bhp, while deleting much of the leather/aluminium interior trim in favour of Alcantara and carbon fibre, together with swapping many exterior aluminium panels for carbon fibre, helped shed some 110kgs from the total weight. The result was a reduction of the 0-100km/h to 2.9 seconds while the claimed top speed was now 'in excess of 211km/h'. Around Fiorano, the F12tdf was 2.0 seconds quicker than its standard sibling.

Delivered on 23rd June 2016 via Maranello, Egham, this beautiful and rare right-hand drive F12tdf is finished in *Grigio Ferro* with *Cioccolato* interior. The car was built to the special order of Jamiroquai's Jay Kay, its sole owner from new (see factory correspondence and original sales invoice on file). Used sparingly over the course of the last three years, this F12tdf has covered only some 1,600 miles and is presented in commensurately excellent condition. Previously registered on the private plate 'F12 ATK', the Ferrari is currently registered with its original number ('RF16 KAJ') and comes with a V5C document.



Highlights of this car's unique specification include the following:

- | | |
|----------------------------------|--|
| 4-point safety harnesses | Embroidered Prancing Horse logo on headrests |
| AFS System | HELE (High Emotion Low Emission) |
| Brake callipers in aluminium | Navtrak system |
| Carbon fibre sill covers | Front and rear parking sensors |
| Carbon fibre rear shelf moulding | Ferrari historical colours |
| Alcantara dashboard | Aluminium rev counter |
| Colour on request for Alcantara | Racing Stripe |
| Front suspension lift system | |

Representing a wonderful opportunity to own one of Ferrari's all-time great, front-engined supercars, this stunning F12tdf comes complete with tool kit; locking wheel nut key; service wallet and manuals; and the all-important F12tdf *Classiche* book. Offered from Jay Kay's important private collection, the car is presented in immaculate condition, ready to be enjoyed by its next custodian.

£670,000 - 740,000
€780,000 - 860,000



16

Offered from the collection of Jay Kay

2004 PORSCHE CARRERA GT

Registration no. LE53 HHK

Chassis no. WP0ZZZ98Z4L000146

- *Delivered new to Europe*
- *Matching chassis and engine numbers*
- *One of only 1,270 built*
- *Recent extensive refurbishment by Porsche*





When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked an acknowledgement of its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 60-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was always intended that the GT1's advanced technology would be carried over to the new model.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show, where its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer. The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car.

Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced, the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability, the rear body incorporates a wing that rises automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.



The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost though, perhaps surprisingly, air conditioning was optional.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No.1' for its museum). In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,270 had been built.

A 2004 model completed on 17th May of that year, Carrera GT number '146' is a rare European specification car, delivered new to Porsche Zentrum Olympiapark Sportwagen in Germany. The car was finished in GT Silver Metallic with Ascot Brown leather interior, and left the factory equipped with following options:

- Bucket seats
- Manual air conditioning
- Porsche Online Pro CD/radio
- More powerful battery
- Headlight cleaning system
- Tyre pressure monitoring
- Xenon lights
- Luggage set



An Agreement of Sale document on file shows that on 2nd October 2006 the Porsche was sold by Al-Ain Class Motors of Kuwait to a new owner in Dubai, UAE. First registered in the UK on 1st July 2014, the car has been fitted with an 'mph' speedometer, replacing the original 'km/h' unit, though it is not known how many kilometres it had covered when this was done. The current odometer reading is 2,447 miles. Since its arrival in the UK, the Carrera has benefited from extensive servicing and maintenance works carried out by Porsche Central Operations of Calcot, Berkshire, as evidenced by two bills on file dating from 2015 and 2017 respectively totalling almost £50,000.

With so few produced and all in the hands of private collectors, the Carrera GT is only rarely seen on the open market. Presented in excellent condition and offered with all its original books, tools, and luggage, this eminently collectible Porsche Carrera GT represents a wonderful opportunity to acquire what Car & Driver rated as "arguably the finest sports car the company has ever produced".

£650,000 - 750,000

€760,000 - 870,000



17

1960 PORSCHE 356B 1600 SUPER CABRIOLET

Registration no. 339 UYO
Chassis no. 154172

- *Delivered new to San Antonio, Texas, USA*
- *Original colour scheme*
- *Extensive recent refurbishment*
- *Bills of over £15,000 since 2012*





One of the all-time great sports cars, the 356 was the work of Ferry Porsche. 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 its larger windscreen and winding side windows.

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 1,582cc, 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.

Porsche sub-contracted cabriolet body construction to several different coachbuilders, the car presented here being the work of its close neighbour and collaborator, Reutter. This beautiful 356B was supplied new to Intercontinental Motors of San Antonio, Texas as confirmed by the Porsche Certificate of Authenticity and Porsche Club Great Britain inspection carried out in 2015 (documents on file). Its first owner was Mr Raymond Steinar of San Antonio, and the Porsche has had three previous keepers in the UK. Most importantly, the correct chassis numbering (72) is present on both bonnet and boot lid; the wheels are date stamped 1960; the fuel tank strip is also date stamped 9/60; and the original bonnet badge is in place.

Presented today in its rare original colour scheme of Silver Metallic with red leather interior, the car has recently undergone extensive works carried out by marque specialists, all documented from 2012 onwards. There are bills on file totalling €10,000 (dated 2012) from Classic Restoration Services together with others detailing a £2,000 spend in 2013 at Porsche specialist, No. 5 Garage. The last service was carried out by the renowned PR Services in 2017 at a cost of £5,000 spend (bills on file) and the car is freshly MoT'd. These nimble little 356 Porsche Cabriolets with their robust easy pull up roof are eminently more usable than a Speedster at a fraction of the price. Benefiting from significant recent expenditure this crisp example would be the perfect candidate to participate in various upcoming continental tours and events in 2020.

£110,000 - 130,000
€130,000 - 150,000

18

Ex-Maranello Concessionaires demonstrator and press car

1976 FERRARI 512 BB COUPÉ

Coachwork by Pininfarina

Registration no. OBU 883P

Chassis no. F102BB 19885

- One of only 101 right-hand drive models produced
- Rare right-hand drive UK-delivered model
- Known ownership history
- Formerly stored as part of a private collection (26 years)
- Professionally re-commissioned and serviced (including cam-belts)



Having reasserted itself at the top of the supercar hierarchy with the first *Berlinetta Boxer* - the 365 GTB/4 BB - Ferrari went one better with its successor, the 512 BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals. *Road & Track* magazine had achieved a speed of 175mph (280km/h) in



the preceding 365 GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph (302km/h) was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. "That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested," enthused the highly respected American motoring magazine. "If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability."

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512 BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for. The very first right-hand drive Ferrari 512 BB produced, this car was imported into the UK by Maranello Concessionaires in October 1976. Originally finished in *Azzurro Metallizzato* (light blue metallic) with a beige Connolly leather interior, the car has been refinished in classic *Rosso Corsa*, a colour much more in keeping with both its looks and its parentage.

Having exhibited the new Ferrari at the London Motor Show in October 1976, Maranello Concessionaires immediately sold it to Maranello Sales for use as a demonstrator; the car being registered 'OPC 86R' on 2nd November 1976. Ferrari's latest supercar naturally created considerable press interest, being road tested by several magazines and appearing on the

front cover of the 9th April 1977 issue of *Autocar*. Its press duties completed, the car was sold by Maranello Sales in September 1977 to Robert Cooper, then of Coopers Publicity Services. It is possible that Mr Cooper had the car re-sprayed, as the invoice from Maranello Sales confirms a verbal quote for £1,045 for doing so.

The Boxer was subsequently owned by John Woodfield, proprietor of Emblem Sports Cars, a successful Ferrari dealer in Blandford Forum, Dorset, who used the car for many years before selling it. By this time the registration had changed to 'TFX 550R'. Mr Woodfield, a Ferrari 512 enthusiast and admirer of Koenig Specials modifications, fitted wider wheels to Lamborghini Countach specification, as well as a Koenig Specials rear clamshell with wider flared wheelarches.

In October 1990, the 512 was acquired by an Austrian enthusiast and owner of a private collection of Ferraris, the car being stored in his collection for the next 26 years. Having purchased the car and returned it to the UK, Bell Classics has carried out a thorough inspection and re-commissioning, carrying out a full service, an engine-out cam-belt service, and fitting new tyres. As one would expect, having spent more than half its life in a collection, the car is in exceptional condition both inside and out.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, the potential of the *Berlinetta* Boxer series is being increasingly appreciated.

£180,000 - 240,000
€210,000 - 280,000

19

The ex-Barbara Hutton

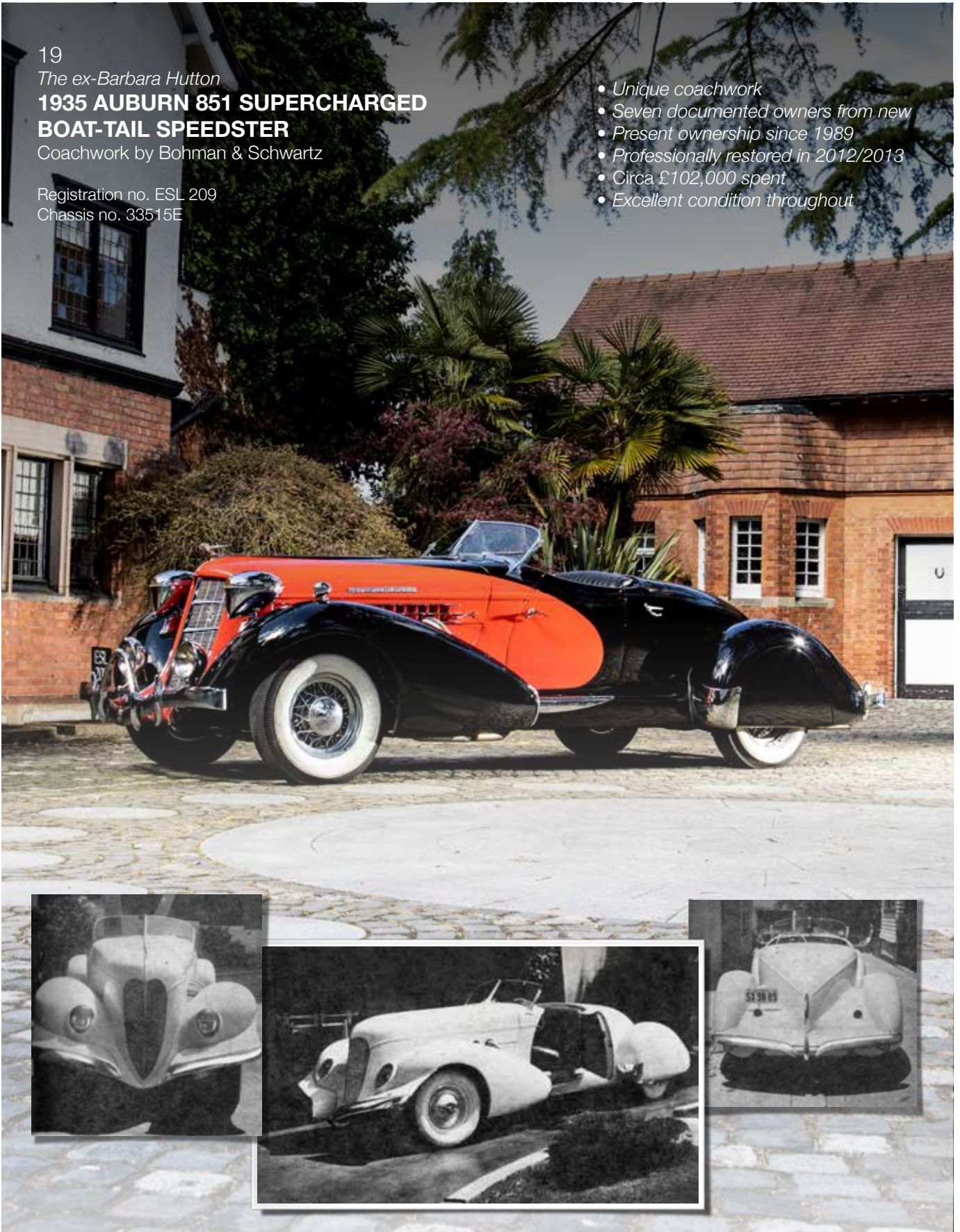
1935 AUBURN 851 SUPERCHARGED BOAT-TAIL SPEEDSTER

Coachwork by Bohman & Schwartz

Registration no. ESL 209

Chassis no. 33515E

- *Unique coachwork*
- *Seven documented owners from new*
- *Present ownership since 1989*
- *Professionally restored in 2012/2013*
- *Circa £102,000 spent*
- *Excellent condition throughout*





This unique car first belonged to Barbara Hutton, the Woolworth heiress known popularly as 'The Poor Little Rich Girl' on account of her immense wealth and troubled private life. Hutton purchased the Auburn for her husband, Prince Alexis Mdivani, but unfortunately the couple's marriage ended shortly thereafter and the car was consigned to storage.

Subsequently, Alan Gordon, a motion picture publicist and camera manufacturer, acquired the Speedster. As reported in *Rod & Custom* magazine's July 1955 edition, Gordon commissioned premier coachbuilder Bohman & Schwartz of Pasadena, California, producers of many fabulous hand-crafted bodies pre-WW2, to undertake unique modifications to his specification. The firm was renowned for its exotic creations, attracting the patronage of Hollywood's crème de la crème including Clark Gable and Gary Cooper. B&S also built the famous futuristic Phantom Corsair of 1938. They transformed Gordon's Speedster in a uniquely streamlined style, and his dream car never failed to cause a stir when he pulled up at movie premieres and parties in it. Movie stars such as Betty Grable, Linda Darnell and Lana Turner rode in the Speedster, which was on contract with Pacific Auto Rentals of Hollywood and available for use within the motion picture industry.

Bohman & Schwartz's modifications include the following: Beautifully designed and fabricated pontoon fenders; widened and lengthened with four exhaust pipes passing through the front left fender instead of just two; reworked curved firewall and bonnet; concealed door hinges; modified kick and fender plates; contoured rear taillights Frenched into coachwork; concealed fuel filler cap under flush heart-shaped cover; detachable rear spats; deleted golf club compartment.

In 1949, A W M Cunningham of Brooklyn acquired the Auburn, selling it in 1950 to R B Simpson of Burbank, California. Simpson kept the car for approximately eight years before selling it to E W Price of Boulder, Colorado on 15th March 1958. Although Price liked the modifications, he did not care for the unusual front and decided to return it to its original 1935 configuration. The heart shaped grille was replaced with an original, and the flush headlamps replaced with Woodlight units. Additionally, all the emblems were reinstated together with original door handles and bumpers, though all the other unique modifications undertaken by Bohman & Schwartz were retained. Once this had been completed, Price had the car re-sprayed from white to red. Several years later Price sold the Speedster to Mr Roy Butler of Denver, Colorado, who sold it on to another Denver resident, David R Kerr. Kerr kept the car in his climate controlled motor house and used it sparingly, occasionally driving to local classic automobile shows.



The Kerrs kept the Auburn for approximately 28 years, selling it on 21st March 1989 to the current owner in the UK. In 1992 the car was returned to the USA for exhibitions and shows as part of a tour lasting several months. It was then taken back to the UK.

In August 2011, the owners decided to have the Speedster restored and commissioned Maserati Service Wycombe to undertake the full restoration, while the engine was sent to Nicholson McLaren, Formula 1 and Lycoming specialists, for a complete 'last nut and bolt' rebuild. Related bills totalling some £102,000 are on file and the car also comes with its original set of keys and a comprehensive history file. Presented in excellent condition, this beautiful Speedster represents a wonderful opportunity to own a uniquely bespoke example of one of the fastest and most desirable American automobiles of its day.

£650,000 - 750,000
€760,000 - 870,000



20 *

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. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Later models carried the diamond-shaped FMR badge, standing for *Fahrzeug und Maschinenbau GmbH Regensburg*. Production ceased in 1964 after some 30,000 KR200s had been made.

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'.



The basic monocoque bodyshell of the KR200 three-wheeler was retained, albeit modified at the rear to accommodate two wheels and independent suspension. The front track was extended slightly, and with the 10" diameter wheels placed at its extremities, the low-slung Tg500 possessed excellent handling characteristics. Tandem seating and a hinged Perspex canopy were other KR200 features carried over, and the Tg500 likewise was manufactured in hardtop and open Roaster/Cabriolet variants. With 19.5bhp on tap, the Tiger was capable of reaching 78mph, and to cope with this increased performance came with hydraulic brakes as standard instead of the KR200's mechanical stoppers.

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.

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
€140,000 - 190,000

21

2001 FERRARI 550 GTZ BARCHETTA

Coachwork by *Carrozzeria Zagato*

Registration no. to be advised
Chassis no. ZFFZR52C00124138

- *Based on a Ferrari 550 Barchetta*
- *Completed by Zagato in 2010*
- *The only right-hand drive car of three built*
- *Present ownership since December 2010*
- *Circa 2,700 miles from new*





"The Zagato name with its stylised lightning 'Z' logo is synonymous with Italian style and elegance, having clothed some of the world's most prestigious automotive marques for ninety years." – *Cavallino*, February/ March 2010.

The completion of the three Ferrari 550 GTZ Barchetta sports cars bodied by Carrozzeria Zagato successfully concluded the so-called 'Zero Project', which had commenced in 2005 with the re-bodying of six Ferrari 575 GTs. These nine very special 'Zero Project' cars were delivered to their selected private owners around the world and Bonhams is privileged to offer for sale here the last one completed and the only RHD example.

One of the oldest and most respected of automotive design firms, Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Abandoning the traditional timber-framed construction of his Italian contemporaries, Zagato used a steel framework for his bodies, which were panelled in aluminium. Alfa Romeo immediately realised the potential of Zagato's designs, and thus commenced a fruitful collaboration that lasts to this day. Legendary racing models such as Alfa's 1500, 1750 Gran Sport and 2300 8C were followed by luxurious coupés and roadsters on FIAT and Lancia chassis, many of which reflected Zagato's expertise in the field of vehicle aerodynamics.

Zagato's original factory was destroyed in an air raid on Milan in August 1943 and at the war's end new premises were found close to the Alfa Romeo factory in the Portello district of the city. Once production had recommenced, Zagato was quick to exploit the popularity of the new GT racing category, supplying factory teams and catering for the growing privateer scene with roadable cars that nevertheless could be driven competitively on the racetrack come the weekend. Zagato's own history records that, "avante garde styling, together with light weight and wind-cheating lines were a trademark that distinguished Zagato's cars of that era - Maserati, Alfa Romeo, FIAT, Lancia, Abarth, Ferrari and Aston Martin. In addition to limited series produced officially, the company also built exclusive one-offs and prototypes for other illustrious marques such as Ford, Jaguar, MG, Rover, Volvo, Bristol and Rolls-Royce".

The 'Zero Project' was instigated when Zagato received a request from Yoshiyuki Hayashi, the famous Japanese collector, who owns numerous cars of great historical value, including several Ferraris such as a 166MM, a 250 Spider California, two Daytonas - a coupé and a spider - and an Enzo. In the best tradition of the gentlemen connoisseurs whose commissions inspired Italian coachbuilders in the 1950s and 1960s, Yoshiyuki Hayashi asked Zagato if it would be possible to create a special body for his Ferrari 575M, in the style of the famous 250 GTZ Berlinetta of 1956. When Zagato received this request, it informed Ferrari of the project, which was considered an ideal opportunity to celebrate that model's 50th anniversary, and then created a car that harked back to the 250 GTZ, built around the Ferrari 575.



The new 575 GTZ featured the Ferrari prancing horse on its bonnet and the 'Z' of Zagato on its side - a uniquely Italian expression of sporting style linking two of the world's most famous marques. Just as in 1956, when the 250 GTZ was exhibited at the most important concours d'élégances, so the 575 GTZ was premiered 50 years later at the Villa D'Este Concours D'Élégance in April 2006. Later that same year the Ferrari 575 GTZ appeared on the Annuario Ferrari, confirming Maranello's wholehearted support for the project, and it was not long before other wealthy collectors began enquiring about the possibility of obtaining one of their own. Five more were completed, making six in total, each to its owner's individual requirements, making every one unique.

During the development of the 575 GTZ, Zagato also evaluated with Ferrari the possibility of designing an open version derived from it. In order to avoid having to cut up a 575 Coupé, Zagato instead chose to work with the 550 Barchetta, which had been designed as an open car from the start and thus possessed the appropriate structural stiffness and met the required safety standards.

The heart of any Ferrari is its engine, and the 550 Barchetta's 48-valve, 5.5-litre V12 is the same as that of the 550 Maranello, developing 485bhp at 7,000rpm. All main engine castings of this state-of-the-art power unit are in light alloy, the aluminium wet liners are Nikasil coated and the connecting rods are titanium alloy. The design of the inlet and exhaust systems is derived directly from that of Ferrari's Formula 1 engines, providing the optimum balance between volumetric and combustion efficiency. Variable intake geometry helps increase both torque and maximum power as its

manufacturer explains: 'Ferrari's patented system incorporates a third plenum in the intake manifold which varies the fluid dynamic characteristics. Air is taken in via 12 electro-pneumatic throttle valves, which are governed by the engine's CPU. This control ensures optimum performance at all engine speeds, guaranteeing excellent torque delivery throughout the rev range.' One expects nothing less from Ferrari. The production run was limited to only 448 cars, each individually numbered and carrying a plaque inside with its own serial number. Zagato's transformation of the 'ordinary' 550 to 550 GTZ took all of five months to complete.

The 550 GTZ Barchetta boasts an electro-hydraulic top designed by Zagato, which automatically attaches itself to the windshield without the need for driver intervention. The entire system is accommodated immediately behind the roll bar and takes up only half the storage space required by most convertible tops, thus demonstrating Zagato's capability to develop innovative solutions not usually found on custom-made, limited edition models.

Commissioned by the original, titled owner in consultation with Zagato, the right-hand drive Barchetta Zagato offered here is the last of the series. Its combination of a dark grey exterior finish and cream leather interior distinguishes this unique car from the other two Barchettas. The car had enjoyed three former keepers and various registration numbers in its original guise as a standard Ferrari 550 Barchetta before being purchased by the aforementioned owner in March 2008. By May 2008 a total of only 900 miles had been covered from new and in September/October that same year work on the car's transformation commenced at Zagato.



The car was completed and returned to the UK in August 2010, and in December of that year was purchased by the current vendor. Since then servicing and various other works have been carried out, mainly by HR Owen. The latter has borrowed the Zagato for various shows/stands, and the car has also featured at the Ferrari Owners' Club of GB concours 2013, where it won the 'Ladies Cup' for the most desirable Ferrari chosen by the lady judges and their 50th Anniversary display and the London City Concours (in 2017). HR Owen's bills are on file and the car also comes with a Certificate of Authenticity from Zagato dated 1/9/10; a consignment note re transport to Zagato; invoices for Zagato's work totalling €500,000 (excluding the cost of the car) and a photographic record of same; all MoT certificates; a V5C registration document; and MoT to June 2020. The current mileage total stands at circa 2,700, and it should be noted that the previous registration, 'WUF 19', is being retained. A NavTrak has been fitted for peace of mind.

Following the 'Zero Project' initiative, Ferrari appointed Zagato as one of the official coachbuilders for its 'One to One' programme. From now on, those extremely well-healed clients interested in starting a new Ferrari/Zagato initiative will be directed to Maranello, where all future Zagato-designed Ferraris will be built, now costing between £2-3m each. Zagato has confirmed that no more 550 GTZs will be made, making this the last series of special-bodied Ferraris to be built at its own factory and possibly a once-in-a-lifetime opportunity to own one of these unique cars.

£500,000 - 700,000

€580,000 - 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.

22

2017 FERRARI F12 BERLINETTA 70TH ANNIVERSARY – 'THE SCAGLIETTI'

Registration no. MV67 XAM
Chassis no. ZFF74UC000230210

- Number '62' of 70 unique F12 designs by Ferrari Tailor Made
- 'The Scaglietti' - one of just five Ferraris built in this livery and the only F12 Berlinetta
- Right-hand drive
- Delivered new in the UK
- 7-speed dual-clutch semi-automatic gearbox
- Only 518 miles from new
- All books and tools





Introduced to the motoring public at the 2012 Geneva Motor Show, the Ferrari F12 replaced the 599 family of front-engined Gran Turismos. Ferrari's gorgeous new berlinetta was soon garnering critical accolades, being voted 'Supercar of the Year 2012' by *Top Gear* magazine, and in 2014 received the coveted 'Premio Compasso d'Oro ADI', one of the world's oldest and most prestigious design awards.

It is an oft-stated cliché that 'the heart of every Ferrari is its engine', and the F12's 6.3-litre, 65-degree, normally aspirated V12 is acknowledged as one of the finest ever. With 730bhp on tap, this award-winning power unit - one of the most powerful ever installed in a Ferrari road car - delivers stupendous performance, propelling the F12 to 100km/h (62mph) in 3.1 seconds on its way to a top speed of 211mph. Around Ferrari's Fiorano test track, the F12 proved to be 3.5 seconds quicker than the preceding 599 GTB and 2.0 seconds quicker than the mid-engined Enzo; even the hardcore 599 GTO was slower. And all that from a comfortable and civilised Gran Turismo.

Styled by Ferrari Centro Stile and Carrozzeria Pininfarina, the F12's voluptuous body restated the traditional 'long bonnet, small cabin, short tail' look in a manner suggesting muscular horsepower while retaining all the elegance associated with the Italian coachbuilder's work for Maranello. Based on that of the Ferrari FF, the 'Frau leather' interior featured aluminium, Alutex, and carbon fibre trim. The F12's optional accessories were extensive, though pricey.

The 'one of one' right-hand drive Ferrari F12 70th Anniversary model we offer was supplied new in the UK via Stratstone and has had only one owner. To the standard F12's already exceptionally generous specification this Scaglietti adds special Blu Sterling interior trim, 'Extra Campionario' Tour de France Blue paintwork, Alcantara carpets, leather central tunnel, and leather lower dashboard. A full specification listing is available.

Having covered a mere 518 miles since it left the factory, this stunning Ferrari is believed to be 1 of only 10 F12 70th Anniversary models delivered to the UK and is presented in 'A1' condition throughout.

Representing a wonderful opportunity to own one of only 70 70th Anniversary models produced on the F12 chassis, this stunning 'Scaglietti' comes complete with its original book pack, tools, car cover and spare key, and is offered with a UK V5C registration document.

£300,000 - 400,000

€350,000 - 470,000

THE FOLLOWING SEVEN CARS ARE FROM A PRIVATE COLLECTION

23

1965 MERCEDES-BENZ 600 PULLMAN SALOON

Registration no. to be advised

Chassis no. 100014-12-002025

- *The ultimate in motoring luxury in its day*
- *One of 428 Pullman models made*
- *Left-hand drive*
- *First registered in the UK in 2014*
- *Total professional restoration in 2015*





"In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence." - *Classic & Sportscar* magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking and separate air conditioning systems for front and rear compartments. Its cosseted occupants enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid. Natural successor to the Mercedes-Benz 300 'Adenauer' limousine, its only credible rival was the Rolls-Royce Phantom V.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight.

Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 100km/h in a little under 10 seconds and exceeding 200km/h flat out. Only 2,677 examples were made, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.

This rare Pullman example was first registered in the UK on 1st April 2014 and has had only one owner since then. In 2015 the Mercedes was totally restored by recognised marque specialists Cardock Classics of Kildare, Republic of Ireland, a company that adheres to the laudable 'restore where possible, replace if required' philosophy. In Cardock's own words: "Ideally all of our restored cars will be identical to the original artefact that came off the production line. We tend to avoid partial restoration work as this is not the ideal way to approach classic car ownership".

Works carried out include a total disassembly of the body; stripping the body to bare metal and a full repaint; re-chroming all exterior brightwork; new interior leather and carpets throughout; full restoration of all woodwork; and a full mechanical rebuild of the engine, fuel system, and hydraulic system. A photographic record of the restoration process is available. The car started 'on the button' and drove well when inspected by a Bonhams specialist last month. Last MoT'd in July 2015 at 15,228 miles, it currently displays a total of 16,007 miles on the odometer. An excellent example of a prestige model from a prestige manufacturer, and one that is now quite rare, this magnificent Mercedes-Benz 600 Pullman is offered with a V5C Registration Certificate (it should be noted that the current private registration is being retained).

£300,000 - 500,000
€350,000 - 580,000

24

**2014 MERCEDES-BENZ G63 AMG
BRABUS B63S-700 WIDESTAR**

Chassis no. WDB4532721X214921

- *One owner from new*
- *Numerous Brabus performance & cosmetic upgrades*
- *A rare factory supplied example*





Introduced as long ago as 1979, the Mercedes-Benz G-Class 'Geländewagen' (cross-country vehicle) was the result of a joint venture with Steyr-Daimler-Puch of Austria, a firm with considerable experience in developing four-wheel-drive systems for off-road vehicles. Its purposeful appearance – fundamentally unchanged throughout its life – and engineering excellence has secured the G-Wagen cult status and earned it a reputation as one of the most coveted of classic 4x4s.

For 1991 a revised (Type 463) chassis was introduced, incorporating the very latest in off-road traction technology in the form of three electronically engaged differentials in addition to anti-lock brakes. There have been countless updates to the Type 463 since then and a host of special variants. One of the final models released before production of the Type 463 ceased in 2018, the G 63 was powered by AMG's 5.5-litre twin-turbocharged V8 engine developing 537bhp, which was delivered to the ground via AMG's Speedshift Plus 7G-tronic automatic transmission. Boasting high ground clearance and long-travel suspension, the AMG G 63 offered greater off-road capability than most customers would ever need in an immensely stylish conveyance with not inconsiderable on-the-road presence. Like the entire model series, the G 63 AMG was produced in Graz, primarily in the factory's hand-finishing section.

Representing possibly a once-in-a-lifetime opportunity to own one of these rare and super-exclusive luxury 4x4s, this G 63 was first registered on 1st July 2014 and has had one owner from new. This particular car incorporates the following highly desirable performance upgrades from the renowned German Mercedes-Benz tuning specialist, Brabus: Brabus Widestar Conversion; Brabus 700 engine – two larger Brabus turbochargers with larger compressor unit, free-flow metal catalysis, gold heat reflection system for intakes and charge-air tubes; Brabus ECU; Brabus ride control; Brabus valve control sports exhaust system; Brabus 'Race' shift paddles; Brabus illuminated tread plates; Brabus monoblock 'R' 23" forged wheels; Brabus headlights finished in black.

Last MoT'd in November 2018 (at 3,399 miles) this exciting luxury off-roader is offered with a V5C Registration Certificate. It should be noted that the current private registration is being retained.

£100,000 - 130,000
€120,000 - 150,000

25

1991 FERRARI TESTAROSSA COUPÉ

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. ZFFAA17B000088491

- *Delivered new to Belgium*
- *Left-hand drive*
- *Present ownership since March 2016*
- *All books and tools*





Ferrari's flagship model, the Testarossa supercar 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, which now boasted a maximum power output raised to 380bhp at 6,300rpm 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. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium.

Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

This fine example of the legendary Italian supercar was delivered new by Garage Francorchamps on 26th February 1991 to Mr Eric Wolkowitz of Brussels. The stamped service booklet is on file together with various invoices from Garage Francorchamps, Ferrari Antwerp, and Gipimo Automobiles, Brussels. Dated 2007, the most recent invoice is from Gipimo for a service, tyres, etc at 60,178 kilometres.

The Ferrari was first registered in the UK on 1st March 2016 and currently displays a total of 61,294 kilometres on the odometer. MoT'd until 9th January 2020, the car comes complete with its tool kit, jack, a V5C document, the aforementioned service records, and its leather book pack containing the owner's manual, radio instructions, and dealership list. It should be noted that the current private registration is being retained.

£75,000 - 100,000
€88,000 - 120,000

26

**1953 BENTLEY R-TYPE CONTINENTAL
SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. 999 BHR

Chassis no. BC20C

- *One of only 208 produced*
- *Manual transmission*
- *Original colour combination*
- *Long-term ownership 1971-2014*
- *Extensive professional refurbishment 2014/2015*
- *Exceptional history file*





"The vocabulary of motoring being a lame and limited thing, it is difficult to put into words the gulf that separates a Continental from the average car in all the qualities that have a bearing on safety at speed. In acceleration, in braking, in cornering power, in roadholding, in responsiveness to the controls; this Bentley is the equal of modern racing cars, and superior to some." – Raymond Mays, *The Autocar*, 2nd October 1953.

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 in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

The Continental raised this already superlative combination of high performance and exceptional refinement to hitherto unattained levels. Unlike the ordinary 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, aluminium, wind tunnel-developed fastback of H J Mulliner. In developing the Continental, Bentley Motors made every effort to keep its weight to the minimum, knowing that this was the most effective way to achieve the maximum possible performance.

Rolls-Royce's six-cylinder, inlet-over-exhaust engine had been enlarged from 4,257cc to 4,556cc in 1951, and as installed in the Continental benefited from an increase in compression ratio - the maximum power output, of course, remained unquoted but has been estimated at around 153bhp. As the Continental matured, there was - inevitably - an increase in weight, which was offset by the introduction of a 4,887cc engine on the 'D' and 'E' series cars, commencing in May 1954. The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds, and effortless cruising at the 'ton'.



Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. "The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started," concluded *Autocar*.

Chassis number 'BC20C' was supplied by Charles Atwood & Son Ltd to Mr. B P Jenks. Completed on 18th December 1953, the car was delivered finished in Masons Black with Burgundy hide interior trim, lightweight seats, and the manual gearbox. Its next three private owners, in order, were Sir Henry Spurrier (1956); S R H Clarke (1962); and Flight Lieutenant T N Allen (1971). The Bentley's original registration number was 'EUK 378' and it has also been registered 'KT 2038' and now '999 BHR'.

This Continental has one of the most comprehensive history files we have ever seen, effectively commencing in 1971 when the car was purchased from Frank Dale & Stepsons by Flt Lt Allen, who would look after it with no expense spared for the next 40-plus years. It appears that every single invoice has been kept, and the file also contains correspondence with the Rolls-Royce factory and a number of technical drawings.

In the 1970s the Continental was re-sprayed white and re-trimmed in light grey, while in 1997 Classic Restorations of Alyth carried out a complete coachwork restoration and bare-metal repaint in Jaguar Metallic Blue, retaining the grey trim.

Following the Continental's departure from Mr Allen's ownership, the most recent refurbishment was carried out in 2014/2015 by Hexagon Classics. This comprehensive restoration included a complete mechanical overhaul; bare-metal repaint in the original colour; complete interior re-trim using correct Connolly hides in original Burgundy; new Wilton carpeting throughout; new West of England Cloth headlining; and a complete refurbishment of all wood veneers. Presented in beautiful condition, 'BC20C' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

With its outstanding aerodynamic coachwork, developed by Rolls-Royce stylist John Blatchley in collaboration with coachbuilder H J Mulliner, the R-Type Continental fastback remains the pinnacle of Bentley's achievements in the post-war era.

£900,000 - 1,100,000
€1,100,000 - 1,300,000



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.

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**1988 ASTON MARTIN V8 VANTAGE
X-PACK SPORTS SALOON**

Registration no. to be advised
Chassis no. SCFCV8IV7JTR12603

- *Original factory-built X-Pack*
- *One of the most powerful and fastest sports cars of its day*
- *Present ownership since 2003*
- *Repainted and re-trimmed by Desmond Small*





"People who buy the Vantage will do so in the first place for its performance, and they will not be disappointed. The figures speak for themselves. But they should take extra heart because it is one of the easiest true high performance cars to drive well: and it has been given brakes to match. In comfort too, it has much to offer, and there is a great deal of what is best in the British tradition of designing and building sports cars in its making." - *AutoCar*.

The performance figures Autocar referred to were a 0-60mph time of 5.4 seconds and an estimated top speed of 170mph, figures comparable with those achievable by a Ferrari Daytona or Lamborghini Miura. With the introduction of the Vantage in 1977, Aston Martin's V8 was thrust back into the supercar league. The name had previously been applied to high-power versions of the DB six-cylinder cars, and in the V8's case the Vantage tune delivered around 375bhp; in Rolls-Royce fashion the factory chose not to disclose the actual figure, merely claiming that power was 'adequate'. Its superior performance aside, the Vantage was readily distinguishable from the standard product by virtue of its blocked-off bonnet scoop, blanked air intake, front chin spoiler and lip on the boot lid.

ZF five-speed manual transmission was standard equipment, though a handful of Vantages were built with the Torqueflite automatic gearbox. With either transmission performance was shattering, the Vantage's 0-100mph time of 12.7 seconds making it the world's fastest accelerating production car at that time. For those with a yen for even

greater performance, there was the factory's optional 'X-Pack' of engine enhancements that raised peak power to a mighty 410bhp. By way of comparison, Ferrari's contemporary 12-cylinder Testarossa could only manage a relatively paltry 390 horsepower.

Its copy build sheet reveals that right-hand drive chassis number '12603' was built as a Vantage model for the UK market and originally finished in Chichester Blue with dark blue-piped Parchment leather interior. The Aston was delivered to its first owner – Sheraton Securities International Plc - in February 1988 by HWM of Walton-on-Thames, Surrey and was first registered as 'E336 GPJ'. The accompanying (copy) Car Record Card confirms that '12603' was built by the factory to X-Pack specification with engine number 'V580/2603X'.

Its fourth owner purchased the car at Bonhams' sale at Aston Martin Works Service in May 2003 (Lot 218) at which time it was described as a three-owner example that had been with the then owner since 1997 and had covered 45,000 miles from new. When sold in 2003, the Aston was registered 'NPA 683'. Since acquisition the Vantage has been repainted and re-trimmed in black by renowned marque specialist, Desmond Small. Looking suitably menacing, this mighty V8 Vantage X-Pack is offered a V5C Registration Certificate (it should be noted that the current private registration is being retained).

£300,000 - 340,000
€350,000 - 400,000

28

**1989 ASTON MARTIN LAGONDA
SERIES 4 SALOON**

Registration no. to be advised

Chassis no. SCFDL0157KTR13608

- *One of 106 Series 4 cars made*
- *One of only 34 right-hand drive models*
- *Professionally restored during 2012/2013*
- *Present ownership since October 2013*





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' and popularly known as the 'Wedge', used the same long-wheelbase V8 chassis as its immediate predecessor while breaking new ground in terms of its digital LCD instrumentation and touch-button switch gear. However, 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 carburettors 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. In 1987, the Lagonda was face-lifted 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, over 40 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 '13608' was first owned by one C Meek Esq of Aylesbury and Tenerife, and at that time was registered 'G55 TBH'. It is possible that 'C Meek' was the late Chris Meek, racing driver, businessman and former owner of the Mallory Park racing circuit in Leicestershire, though this has not been confirmed.

By 1999 the Lagonda was in the ownership of Dewhurst Dent (CEO Robert Yentob) and had been reregistered as '6478 MM'. In March 2010 car was with Alan Baker of Aston Sales Kensington and in October 2011 was with Alec Slade of Excalibur Engineering. The Lagonda has been registered to the current vendor since 22nd October 2013. There are restoration invoices on file totalling over £149,000 from renowned marque specialist Desmond Smal relating to chassis repairs, rust protection, etc and a bare-metal re-spray. Other works invoiced include an engine refreshment with new bearings, timing chain, etc and overhauls of the gearbox, brakes, suspension, etc. The exterior colour was changed from blue to black in the process of the restoration, which was carried out during 2012/2013. The car also comes with a comprehensive photographic record of the rebuild and is offered with a V5C Registration Certificate (it should be noted that the current private registration is being retained).

£70,000 - 120,000
£82,000 - 140,000

29

1973 CITROËN SM 3.0-LITRE COUPÉ

Registration no. to be advised
Chassis no. SBSD00SD1562

- Formerly in Switzerland
- Desirable 3.0-litre model
- Automatic transmission
- An older restoration





Combining Citroën's advanced chassis technology and Maserati's unrivalled engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering, and steered headlamps. Maserati was responsible for the 90-degree V6 engine, and after some juggling of bore/stroke dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp.

The man responsible for styling the SM was Robert Opron, who had managed to persuade the Citroën management that it would be a good idea to have a prestige Gran Turismo at the top of the range. His portfolio while at Citroën would include overseeing the GS and CX ranges, as well as face-lifting the immortal DS. Citroën was the world leader in passenger car aerodynamics at this time, the SM's class-leading drag coefficient enabling it to reach 225km/h (140mph), making it the fastest front-wheel-drive car ever at that time. Fuel injection arrived in 1972, an automatic transmission option became available the following year and the engine was enlarged to 2,974cc before the model was prematurely (some would say criminally) axed in 1975 following Citroën's acquisition by Peugeot. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

One of 1,612 made with automatic transmission, this wonderful Citroën SM was previously owned in Switzerland by the late Mr Christian Haefliger, an SM specialist, who is understood to have restored the car in his own workshop. The history file contains a Citroën Switzerland Anti Pollution test card, stamped in 1991, 1992, 1993, 1996, and 1999, confirming that the car was in Switzerland in during that period. The file also contains radio instructions, the original service book (no stamps), the original handbook, and a CD-ROM of high-resolution photographs. The SM was first registered in the UK on 1st June 2014 and was last MoT'd to 20th September 2017.

Currently displaying a total of 51,567 kilometres (approximately 32,000 miles) on the odometer, the car offered here represents a wonderful opportunity to acquire one of these 20th Century motoring icons in its ultimate and most desirable specification. It should be noted that the current private registration is being retained.

£40,000 - 60,000
€47,000 - 70,000

30

2010 MERCEDES-BENZ SLS AMG COUPÉ

Registration no. ST60 EEW
Chassis no. WMX1973772A003382

- One of only 250 right-hand drive cars
- Automatic transmission
- One previous keeper
- 7,223 miles from new
- Full main agent service history
- Recently serviced by Mercedes-Benz



"For anyone wishing to give their Mercedes that extra personal touch, Mercedes-AMG GmbH has just the answers. The Daimler-Chrysler subsidiary offers the combined experience of Mercedes-Benz and AMG in the field of high-quality enhancements for Mercedes-Benz passenger cars and puts the emphasis firmly on individuality when creating the customer's dream Mercedes." - Mercedes-AMG GmbH.

AMG, which is now the official performance division of Mercedes-Benz, has a long history of producing high-performance derivatives of Mercedes' standard production vehicles, and these improved versions enjoy an enthusiastic following world-wide, with prominent figures of the motorsports, entertainment, sport, and business communities being counted among aficionados.

With the introduction of the Mercedes-Benz SLS AMG in 2010, the Affalterbach-based firm took a significant step forward. First seen at the 2009 Frankfurt Motor Show and acknowledged as a tribute to the legendary 300 SL 'Gullwing' coupé of the 1950s – arguably the world's first supercar – the Mercedes-Benz SLS AMG was notable as the first car to be designed in-house by AMG. A collectors' item from the day it was announced, the newcomer featured 'Gullwing' doors like its illustrious predecessor and succeeded the Mercedes-Benz SLR McLaren at the top of the German manufacturer's range. Styled by Mercedes-Benz's Mark Fetherston, the SLS AMG received numerous prestigious design awards, and is the

only automobile ever to have won the (gold) Design Award of the Federal Republic of Germany. An open roadster version was introduced for 2011. Boasting a chassis/body of mainly aluminium construction, the SLS (Sport Licht Super) was powered by a 6.2-litre V12 engine producing 563bhp initially - the most powerful normally aspirated production car engine of its day - while the seven-speed dual-clutch automatic transmission was similarly state-of-the-art. A rear wing, extendable at high speeds, kept the SLS stable at its near-200mph maximum, while its low weight (3,573lbs) helped the car lap the Mercedes-Benz test track quicker than its SLR McLaren predecessor. Not surprisingly, given its pedigree, the SLS AMG proved very popular with racing drivers, Formula 1 World Champion Lewis Hamilton among them, while the list of celebrity owners includes Eddie Murphy, Arnold Schwarzenegger, Al Pacino, Roger Federer, Sylvester Stallone, and Tom Hanks. Several limited edition versions were introduced, including a GT3 racer, leading up to the SLS AMG GT Final Edition of 2014. Mercedes-AMG CEO Tobias Moers has said that there are no plans for a successor, so for the time being the SLS AMG remains the ultimate expression of the noble 'Gullwing' tradition.



Currently registered to only its second keeper, this rare right-hand drive example comes with full main agent service history and has been serviced recently by Mercedes-Benz. Its mouth-watering specification includes the following:

- | | |
|--|-------------------------------|
| Automatic transmission | Headlamp cleaning system |
| Reversing camera | Bang & Olufsen Beo Sound |
| Garage door opener | Navigation |
| Auto dimming interior and exterior mirrors | Interior motion sensor |
| Seat memory | AMG ceramic brake system |
| Tyre pressure monitoring system | Adaptive rear interior light |
| Anti-theft | Universal comms interface |
| Automatic air conditioning | Siren bracket |
| Climate control | Bi-xenon headlamps |
| Command apps with DVD changer | Adaptive brake light flashing |

MoT'd to 28th March 2020, this collectible modern Mercedes is offered with a V5C registration document; the aforementioned full service history; and all books and tools.

£150,000 - 200,000
€170,000 - 230,000



31

2015 PORSCHE 918 SPYDER

Registration no. BX64 VLT

Chassis no. WP0ZZZ91ZFS800118

- *Number 118 of the 918 made*
- *Left-hand drive*
- *174 miles from new*
- *Registered in the UK since 2017*





"The art of understatement is evidently not lost on the good people of Porsche. Quietly under-promising and then spectacularly over-delivering is a surefire way to produce very satisfied customers. Always has been; always will be. It has worked a charm for Stuttgart's sports car specialist for decades and continues to with the (whisper it) incredible 918 Spyder. "Here is a car with hybrid-carbonfibre construction, a combustion engine and suspension set-up donated by a prototype racing car, and a petrol-electric 'plug-in' powertrain the likes of which the world has never seen." – *Autocar*.

Nowadays, in these increasingly environmentally-conscious times, even supercar manufacturers are expected to make at least a cursory nod in the direction of better fuel economy and reduced emissions; hence the arrival of 'hybrid' technology in this previously exclusively fossil-fuels-only sector of the market. This has had the effect of endowing the modern supercar with some green credentials, while at the same time bringing with it a welcome performance boost in the shape of an additional (electric) motor or motors.

In the 918 Spyder's case, Porsche combined a normally aspirated 4.6-litre race-derived V8 engine producing 599bhp with two electric motors - one for each axle - delivering an additional 282 horsepower. The energy storage system is a 6.8kWh liquid-cooled lithium-ion battery positioned behind the passenger compartment. In addition to charging from the mains electricity supply, the battery is also charged by a regenerative braking system while the car is on the move.

The 918 Spyder was first shown as a concept car at the Geneva Motor Show in March 2010, the resulting avalanche of enquiries convincing Porsche's management that it should be approved for production. The production version was duly unveiled at the Frankfurt Motor Show in September 2013, and despite a starting price tag of €611,000, all of the 918 units planned had been sold by December 2014. Production ceased in June 2015 as planned.



Anyone with the slightest familiarity with the marque cannot fail to have noticed that the 918 Spyder's styling references many of the famous racing Porsches of the past. Its competition connections don't stop there, for the 918's suspension and engine are derived from those developed for Porsche's RS Spyder sports prototype of 2005. Suspension all round is by aluminium wishbones and links, with adaptive dampers as standard and the same rear-steer system first seen in the Porsche 911 Type 997 GT3. The bodywork is made of carbon fibre-reinforced plastic (CFRP) as are the two roof panels that easily unclip and are stowed in the under-bonnet cargo compartment to liberate the open-top driving experience; this is a Spyder, after all. Carbon fibre dominates the interior, with main controls grouped around the steering wheel and secondary systems accessed via two configurable colour touch screens.

Although the 918 Spyder could manage impressive economy when in all-electric mode, for most customers the car's stupendous speed was of far greater importance. Somewhat surprisingly, Porsche's performance claims were regularly bettered by independent testers. Reviewed by *Car & Driver* magazine, the 918 Spyder achieved a 0-60mph (0-97km/h) time of 2.2 seconds, a 0-100mph (0-161km/h) time of 4.9 seconds, a 0-180mph (0-290km/h) time of 17.5 seconds, and raced through the standing quarter-mile in 9.8 seconds.

"The 918's in-gear performance is unrivalled," declared *Autocar*. "What's so astonishing is not just the pace but also the flexibility afforded by its rampant electric motors' instant torque." Despite the weight penalty of its larger battery, the 918 Spyder matched the rival McLaren P1 through the gears. Reassuringly, it was found to ride, steer and - mostly - handle just like a 'normal' Porsche.

The car we offer is number '118' of the 918 made. Left-hand drive, it was first registered in 2015 and originally supplied to the Asia Pacific region before being imported into the UK in 2017. Presented in GT Silver with Onyx Black leather interior and Acid Green piping, the car is equipped with the glare-reducing interior pack, lightweight sports bucket seats, fire extinguisher, and electric height adjustment for the passenger seat. It has covered 174 miles from new and comes with its battery charger, car cover, and book pack complete with special 918 Spyder pen. Accompanying documentation consists of a V5C Registration Certificate and Porsche Certificate of Authenticity. Freshly serviced by Porsche Reading prior to sale, this car represents a rare opportunity to purchase a very special and exclusive Porsche that has been described as the equal of - if not superior to - its hybrid hypercar rivals

£850,000 - 950,000
€990,000 - 1,100,000



32

2016 FERRARI 458 SPECIALE COUPÉ

Registration no. LJ16 FPO

Chassis no. ZFF78VHT9F0208710

- *Delivered new to Bahrain*
- *Imported into the UK in March 2016*
- *One private owner in the UK*
- *Circa 400 kilometres from new*
- *Full Ferrari service history (H R Owen)*
- *'As new' condition*





Although officially announced as the F430's successor, the 458 was an entirely new design, incorporating technologies developed as part of the Italian manufacturer's Formula 1 programme. The 458's specification and performance suggested that it was anything but a 'junior' Ferrari, as it boasted a 4.5-litre V8 engine producing 562bhp, an output good enough for a top speed of 325km/h (202mph). Reflecting the ongoing trend among supercars towards clutch-less semi-automatic transmissions, a seven-speed Getrag gearbox of that type was the only one available on the 458.

In keeping with Ferrari tradition, the 458's body was designed by *Carrozzeria* Pininfarina under the supervision of Ferrari's design director, Donato Coco. As one would expect of a car with a 200mph-plus capability, aerodynamics played a major role in the design, yet despite generating considerable downforce the 458's beautifully curvaceous body was remarkably devoid of extraneous appendages. Former Ferrari Formula 1 driver Michael Schumacher had a hand in the design of the interior, which featured a steering wheel incorporating many of the controls normally located on the dashboard or on stalks, as found in modern competition cars.

Despite the apparent handicaps of 135kg weight disadvantage and regular road tyres, the 458 lapped Ferrari's Fiorano test circuit quicker than the track-focused 430 Scuderia. "This was the result of Ferrari going for gold in every department," declared *Evo*. "The 458 represented a quantum leap in technological terms, bringing a hoard of new systems into play to create an enveloping, pure driving experience."

Spin-off models were not long in coming, the first new 458 variant being the almost inevitable Spider, introduced in 2011. The Spider was followed in 2013 by the 458 Speciale, which offered even more performance than before. Revised bodywork and active aerodynamics were two of the many advances over the original 458, together with updated electronics and an engine that now produced 597bhp.

This stunning Ferrari 458 *Speciale* was supplied new by official Ferrari dealers Euro Motors of Bahrain, who carried out the PDI. The Ferrari was then imported into the UK (in March 2016) where it has had one private owner. H R Owen has carried out annual services in 2016, 2017, 2018 and November 2019. Offered from a prominent UK-based private collection, this beautiful car has covered only some 400 kilometres from new and is presented in effectively 'as new' condition. A full book pack and two keys come with it.

£240,000 - 280,000
€280,000 - 330,000

33

1933 BENTLEY 3½-LITRE CABRIOLET

Coachwork by Barker & Co

Registration no. AUJ 17

Chassis no. B17AE

- *Believed unique coachwork*
- *Known ownership history*
- *Present ownership since 1983*
- *An older restoration*





The eighth production model completed, this superb 3½-litre Derby Bentley was signed off by the factory in August 1933 and completed with drophead coupé coachwork by Park Ward, on whose stand it was displayed at that year's Olympia Motor Show. The car was then supplied to the Pass & Joyce dealership in London, and in May 1934 was purchased by Mr A H Embiricos, brother of the famous Bentley racing driver, A M Embiricos (a copy of the sales invoice is on file). The Bentley was originally registered with the number 'AUU 17', which it retains. The Bentley's next owner, from October 1934, was a Mr L F Stone, who lived in London. By 1947 the car was owned by Mr Hugh Curtis of Berkshire, who had the current Barker cabriolet body fitted. This body had been taken from 'B178DG', which had been owned originally by Lady Dorothy Roll, while its engine, 'S4BJ', started life in 'B78CR'. Mr Curtis owned the car until his death in 1978, at which time London-based dealer Dan Margulies sold it to a Mr Livingstone, another London resident. Hugh Curtis was a member of the Bentley Drivers' Club, which has records of him and his cars.

Following a partial restoration, Dan Margulies repurchased the car from Mr Livingstone, selling it to the most recent owner in 1983. The purchaser was the current owner's wife, who bought the car as a 25th wedding anniversary present for her husband. The Bentley is usually chauffeur driven and has been used sparingly, covering only some 500 miles over the course of the last 30-plus years as evidenced by the *circa* 28 MoTs on file. Marque specialist Ristes Motors of Nottingham have generally been responsible for the car's maintenance during the current owner's tenure.

This Derby Bentley has excellent provenance and is believed to be the only example with this style of Barker coachwork, making it particularly interesting to collectors of the marque. Accompanying documentation includes copy build sheets, an old-style logbook, a V5C Registration Certificate, MoT to 26th January 2020, and various invoices relating to a restoration undertaken in the 1960s.

£130,000 - 160,000
€150,000 - 190,000

The property of Jools Holland, OBE, DL

1964 BENTLEY S3 TWO-DOOR CONVERTIBLE

Registration no. LKK 244B

Chassis no. B482EC

Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce had turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardised.

In 1962 the new V8 engine appeared in improved form in the Bentley S3 and its Rolls-Royce equivalent, the Silver Cloud III, incorporating larger carburettors, a new distributor and raised compression ratio.

- *Featured in the Bentley Motors publication 'The Spirit of Bentley'*
- *High quality Mulliner-style adaptation*
- *Believed unique two-door convertible coachwork*
- *Air conditioning*
- *Used sparingly in recent years*
- *Celebrity ownership*

There were many other changes made to the S3/Cloud III, the most obvious being the adoption of a four-headlamp lighting arrangement, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside the new models featured revised accommodation with separate front seats and increased room for rear passengers. The last mainstream Bentley to employ a separate chassis, the S3 remained in production until superseded by the unitary construction T-Series in late 1965.

"The size and grandeur of the car... deceive one about the performance which would do justice to many a car of more sporting pretensions. The finish, both in detail and the broader sense of equipment and trim is superb." *Motor* was, in fact, referring to the Silver Cloud III, but its words, of course, apply equally to the Bentley S3.

The pre-eminent coachbuilt Bentley at this time was the expensive and exclusive Continental; nevertheless, the option remained of having a bespoke body made for the 'ordinary' S3 chassis by an independent coachbuilder, though only two S3s were completed in this way in period. The Bentley S3 we offer was built as a Series-E saloon and delivered new to Ripon Brothers in Yorkshire where its first owner was Captain C Roberts, MBE.





First registered on 6th May 1964, the car was finished Tudor Grey with green interior trim, while other original features included electric windows and combined parking/indicator lights. It is not known when or by whom the conversion into a two-door convertible was carried out, though it has been accomplished exceedingly well. The body is strong and does not shake when in motion or around the door hinges, while the slide catches in the front seats allowing them to tip forward for rear access are well detailed. Other noteworthy features include air conditioning, picnic tables in rear of front seats, radial tyres (spare appears new), front seat belts, Kenwood radio/CD stereo system, large tools and small tools (all fitted).

The Bentley is finished in Masons' Black with matching mohair hood and canvas hood bag, while the interior is trimmed in tan leather with matching carpets (all serviceable) and black over-mats. Both the paintwork and brightwork are in good condition. The *circa* 58,000 recorded mileage total is believed to be genuine, and we are advised that this outstanding car drives as good as it looks.

Used sparingly in recent years, this unique soft-top S3 is offered with a partial history file containing a (copy) green logbook page, a V5C Registration Certificate, and receipts and expired MoTs dating back many years. It should be noted that the cherished registration 'RNB 5' is being retained.

£110,000 - 120,000
€130,000 - 140,000



35

The first UK delivered example

2006 BUGATTI VEYRON EB 16.4 COUPÉ

Registration no. LG06 GDJ

Chassis no. VF9SA15B36M795015



- The 15th Veyron built and the first UK delivered example; displayed at the Goodwood Festival of Speed
- One of only 450 made
- Hand-built 1,001PS (987bhp) W-16 engine
- Record breaking 253mph top speed
- circa 16,270 kilometres from new
- H.R. Owen Bugatti London service history from new
- Arguably one of the most iconic cars ever built



"The Bugatti Veyron has recalibrated that which can be achieved by the motor car." – *Autocar*.

To say that the Bugatti Veyron caused a sensation when it arrived in 2005 would be a gross understatement; for here was a car that didn't just rewrite the supercar rule book so much as tear it up and start afresh. All the more remarkable was the fact that the Veyron was the dream of one man: Ferdinand Piech, CEO of the Volkswagen Group, which had acquired the Bugatti brand in 1998. Piech's ambition was to create a car that had 1,000 horsepower at its disposal, could exceed 400km/h (250mph), and cost €1 million. Turning Piech's dream into a reality would prove to be an immensely difficult undertaking, even for a company with Volkswagen's technological resources, and the result would not see the light of day for another seven years.

Designed by ItalDesign boss Giorgetto Giugiaro, the first concept car – the EB118 – was displayed at the Paris Auto Show in 1998, featuring permanent four-wheel drive and a Volkswagen-designed W18 engine. A handful of variations on the theme were displayed at international motor shows over the course of the next few years before the concept finally crystallised in 2000 in the form of the Veyron EB 16.4.

The latter was styled in house at VW by Hartmut Warkuß and featured an engine with 16 cylinders and four turbochargers – hence the '16.4' designation. It was named after Bugatti development engineer and racing driver, Pierre Veyron, who together with co-driver Jean-Pierre Wimille, had won the 1939 Le Mans 24-Hour race for the French manufacturer. But this was far from the end of the development process, and it would take another five years and an extensive shake-up of the project's management and engineering teams before production could begin, by which time an incredible 95% of components had been either changed or redesigned.

Effectively two narrow-angle 4.0-litre V8 engines sharing a common crankcase, the 8.0-litre W16 – just – met Piech's requirements, producing a maximum output of 1,001PS (987bhp) and 922ft/lb of torque, figures that would embarrass a current Formula 1 car. With a kerb weight of 1,888kg (4,162lb) the Veyron had a staggering power-to-weight ratio of 523bhp per ton. Tasked with transmitting this formidable force to the ground was a permanent four-wheel-drive, dual-clutch transmission system incorporating a seven-speed paddle-shift semi-automatic gearbox, the latter built by the British company, Ricardo, while to accommodate the Veyron's phenomenal top speed Michelin designed special run-flat PAX tyres.



Piech had specified a maximum velocity of 250mph and the Veyron did not disappoint, with more than one tester exceeding the target by a few miles per hour. At €1,225,000 (£1,065,000) the Veyron's base price also exceeded Piech's target comfortably.

To maintain stability at such high speeds, the Veyron has a few aerodynamic tricks up its sleeve, a hydraulic system lowering the car at around 140mph, at which speed the rear wing deploys, increasing downforce. But if the Veyron driver wishes to exceed 213mph (343km/h), he or she needs to select Top Speed Mode (from rest) before joining what is a very exclusive club indeed.

Jeremy Clarkson, reviewing the Veyron for *The Times*: "In a drag race you could let the McLaren (F1) get to 120mph before setting off in the Veyron. And you'd still get to 200mph first. The Bugatti is way, way faster than anything else the roads have seen." Yet despite its breathtaking performance, the Veyron contrived to be surprisingly docile at 'sensible' speeds. "Bugatti says the Veyron is as easy to drive as a Bentley, and they're not exaggerating," declared *Autocar*. "Immediately you notice how smoothly weighted the steering is, and how calm the ride is."



In a market sector many of whose protagonists can only be described as 'hard core', the Veyron contrived to be a remarkably civilised conveyance. "When you climb aboard the Bugatti Veyron there are no particular physical contortions required of you by the world's fastest car, as there are in so many so-called supercars," observed *Autocar* describing "the most exquisite car cabin on earth". The latter was found to be more than generously spacious for a two-seat mid-engined car, while in terms of interior equipment there was virtually no limit to what the, necessarily wealthy, Veyron customer could specify.

As well as the world's most expensive car, the Veyron was also the world's fastest, retaking that title from the SSC Ultimate Aero in July 2010 when Bugatti test driver Pierre Henri Raphanel set a new mean best mark of 267.856mph (431.072km/h) at the wheel of a Super Sport model. By the time Veyron production ceased in 2015, Bugatti had built only 450 of these quite extraordinary cars.

The 15th Veyron produced, this example is the first to be delivered to the UK and was displayed at the Goodwood Festival of Speed in the summer of 2006. As the first UK-delivered Veyron, it has an additional chassis plate marked 'UK1' which is visible under the bonnet.

The Bugatti has at different times been registered 'B 1' and 'BUG 1B', and is currently carrying its original registration, 'LG06 GDJ'. This car has been known to H. R. Owen all its life who confirm that it has never suffered any accident damage or required any paintwork repairs. The stamped service book records regular H. R. Owen Bugatti London servicing, including in 2007, 2009, 2010, 2012, 2014, 2016, and 2018. This example also benefits from two recent H. R. Owen Bugatti London visits; firstly for a 'service and tyre package (LMP 3)' in 2017 totalling £31,716, and latterly for its annual service including replacing the front radiators, prop shaft, air conditioning condenser, left-hand heat deflector, and front handling flaps in 2018 at a cost of £35,310 (at 15,909 kilometres). Supporting invoices are on file and the Veyron also comes with a car cover, battery charger, handbooks, old and current MoTs, PDA, speed key (boxed), and a spare key.

The Veyron 16.4 is truly a landmark automobile and will surely continue to be a desired entity in the eyes of collectors and enthusiasts across the world. Now is the opportunity to obtain the first UK delivered example of this ground-breaking hyper car.

£850,000 - 1,250,000
€990,000 - 1,500,000

36

2013 ALFA ROMEO 8C SPIDER

Registration no. GU63 GOJ

Chassis no. ZAR92000000049305

- *One of only 500 built*
- *Two owners*
- *Left-hand drive*
- *7,675 miles from new*
- *Full Ferrari/Maserati service history*





First seen in 'concept car' form at the Frankfurt Auto Show in 2003, the Alfa Romeo 8C Competizione revived a famous name from the Italian company's illustrious past when it entered production in 2006. Styled by Wolfgang Egger, the modern-day 8C was received with universal acclaim, its gorgeous looks recalling those of Carrozzeria Touring's aerodynamic Alfa sports-racers of the late 1930s, while from the side there was more than a hint of Zagato's original Giulia TZ.

Within a couple of weeks, orders had been received for well over 1,000 cars, despite a UK price tag of £111,000. Alfa, though, stuck by the decision to build only 500 examples of the 8C Competizione coupé but later changed its collective mind and made a further 500 Spider roadsters, making a combined total for both types of 1,000 cars. Designed at Alfa Centro Stile in Arese, the 8C used a development of the Maserati Quattroporte double-wishbone suspension (albeit on a shorter-wheelbase chassis) and was powered by a Ferrari-built V8 engine, with final assembly taking place at the Maserati factory in Modena. The 4.7-litre V8 produced 450bhp at 7,000rpm and drove via a six-speed, semi-automatic, paddle shift gearbox.

Having debuted at the Pebble Beach Concours d'Elegance in 2005, the Spider commenced production in 2009, the 8C's transformation into a convertible having been achieved by means of a two-layer electrically operated fabric roof.

No one buys an Alfa Romeo, and certainly not one as special as the 8C, without being interested in its performance potential. Alfa claimed a 0-100km/h (0-62mph) time of 4.2 seconds and a top speed of around 290km/h (181mph) despite the fact that an 8C had reached 186mph during testing. It is hard to imagine that any of the fortunate 1,000 customers was at all dissatisfied.

First registered in 2015 this superb Alfa Romeo 8C Spider is presented in the most desirable colour combination of 8C Red with painted cloverleaf shields, charcoal interior and has had only two owners, the current (first) owner having bought it back from the second. Having covered a mere 7,675 miles from new, the car comes with full service history from Ferrari/Maserati Swindon, there being three stamps in the book, the last dated 12th November 2018 at 4,578 miles. Noteworthy features include a carbon fibre dashboard, reclining carbon fibre sports seats, carbon ceramic brakes, carbon fibre shifting paddles, automatic xenon headlamps, leather seats with red stitching, and carbon fibre rear diffuser. A rare opportunity to acquire a limited edition Alfa Romeo supercar that can only become increasingly collectible.

£175,000 - 200,000
€200,000 - 230,000

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.

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Scottsdale, Arizona | 16 January 2020

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1955 LANCIA AURELIA B24S SPIDER AMERICA

Coachwork by Pinin Farina

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1922 BUGATTI TYPE 23

Coachwork by Widerkehr



**1935 DELAGE D8S
CABRIOLET SPECIAL**

Coachwork by Chapron



One of the very last pre-war Bugattis produced before the outbreak of WWII, only 45,708 kilometers from new

1939 BUGATTI TYPE 57C CABRIOLET

Coachwork by Gangloff



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1931 BUGATTI TYPE 55 ROADSTER

Coachwork by Figoni

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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 all *Lots*'s. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, 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 *Buyer's 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.	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.
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	9	THE SELLER'S LIABILITY
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):	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> .
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;	9.2	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.
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;	9.3	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> ,
7	COLLECTION OF THE LOT	8.1.3	to retain possession of the <i>Lot</i> ;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
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.	8.1.4	to remove and store the <i>Lot</i> at your expense;	8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;		

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
		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.	1.1	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> .
		10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.	1.2	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.
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.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".	1.3	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> .
		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.	1.4	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.
		10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .	1.5	Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
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 <i>Occupiers Liability Act 1957</i> , or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	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> .	1.5.1	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;
		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 <i>Contracts (Rights of Third Parties) Act 1999</i> , 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.	1.5.2	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			1.5.3	we will provide guarantees in the terms set out in paragraphs 9 and 10.
10.1	You may not assign either the benefit or burden of 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> .
10.2	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> .	11	GOVERNING LAW		
			All transactions to which the <i>Contract for Sale</i> 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 <i>Sale</i> takes place and the <i>Seller</i> and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the <i>Seller</i> may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. <i>Bonhams</i> has a complaints procedure in place.		
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.	APPENDIX 2	BUYER'S AGREEMENT WITH BONHAMS	2	PERFORMANCE OF THE CONTRACT FOR SALE
			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.		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> .
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.			3	PAYMENT AND BUYER WARRANTIES
				3.1	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> :
				3.1.1	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 <i>VAT</i> 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 <i>VAT</i> at the appropriate rate and <i>VAT</i> 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 <i>VAT</i> 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 <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> 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 <i>VAT</i> 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;				

<p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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>.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</p> <p>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:</p> <p>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</p> <p>8.1.2 deliver the <i>Lot</i> to a person other than you; and/or</p> <p>8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or</p> <p>8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.</p> <p>8.2 The discretion referred to in paragraph 8.1:</p> <p>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</p> <p>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.</p> <p>9 FORGERIES</p> <p>9.1 We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.</p> <p>9.2 Paragraph 9 applies only if:</p> <p>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</p> <p>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</p> <p>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>.</p> <p>9.3 Paragraph 9 will not apply in respect of a <i>Forgery</i> if:</p> <p>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</p> <p>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.</p>	<p>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>.</p> <p>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>.</p> <p>9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.</p> <p>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.</p> <p>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>.</p> <p>10 OUR LIABILITY</p> <p>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>.</p> <p>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:</p> <p>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</p> <p>10.2.2 changes in atmospheric pressure; nor will we be liable for:</p> <p>10.2.3 damage to tension stringed musical instruments; or</p> <p>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.</p> <p>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.</p>
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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 a 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 of 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."

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• Indicates independent contractor

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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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. If you do not want to receive such information (except for information you specifically requested) please tick this box Would you like to receive e-mailed information from us? if so please tick this box

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 Bond Street Sale	Sale date: Saturday 7 December 2019
Sale no. 25502	Sale venue: New Bond Street, London
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.	
General Bid Increments:	
£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	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
Please answer all questions below	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="checkbox"/> <input type="checkbox"/> / <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> - <input type="checkbox"/> <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

Please include delivery charges (minimum charge of £20 + VAT)

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE 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.

Bidder/Agent's (please delete one) 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.



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