

Important Collectors'  
Motor Cars and Automobilia  
Friday 26 June, 2015  
Goodwood Festival of Speed  
Chichester, Sussex

# GOODWOOD FESTIVAL OF SPEED SALE



# Bonhams











# GOODWOOD FESTIVAL OF SPEED SALE

## Important Collectors' Motor Cars and Automobilia

Friday 26 June 2015 at 10:30 and 14:00

Chichester, Sussex

### VIEWING

Thursday 25 June 10:00 to 17:30  
Friday 26 June from 09:00

### SALE

Friday 26 June:  
Automobilia 10:30  
Motor Cars 14:00

### SALE NUMBER

22723

### CATALOGUE

£50.00 + p&p

### BIDS

+44 (0) 20 7447 7448  
+44 (0) 20 7447 7401 fax  
To bid via the internet please visit  
[www.bonhams.com](http://www.bonhams.com)

Please note that bids should be submitted no later than 4pm on Thursday 25 June. Thereafter bids should be sent directly to [bids@bonhams.com](mailto: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](mailto:bids@bonhams.com) with "Live bidding" in the subject line 48 hours before the auction to register for this service

### ENQUIRIES

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

Automobilia  
+44 (0) 8700 273 618  
+44 (0) 8700 273 625 fax  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### IMPORTANT INFORMATION

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

### CUSTOMER SERVICES

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

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

**Please see back of catalogue for important notice to bidders**

### ILLUSTRATIONS

Front cover: Lot 323  
Back cover: Lot 329

### PLEASE NOTE

Admission to the auction marquee is by catalogue only.

This catalogue also admits two to the Goodwood Festival of Speed on the Bonhams auction and viewing days only, tickets are in the back of this auction catalogue.

However, if this catalogue has been purchased from the catalogue sales desk at the auction it will not have admission tickets included.

This catalogue does not admit the holder to the Festival of Speed on Saturday 27 June or Sunday 28 June.

#### Bonhams 1793 Limited

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

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

#### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, Caroline Oliphant,  
Hugh Watchorn.

#### Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,  
Antony Bennett, Matthew Bradbury,  
Lucinda Bredin, Harvey Cammell, Simon Cottle,  
Andrew Currie, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Sophie Law, Fergus Lyons,  
Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,  
Mike Neill, Charlie O'Brien, Giles Peppiatt,  
Peter Rees, Iain Rushbrook, John Sandon,  
Tim Schofield, Veronique Scorer,  
James Stratton, Roger Tappin, Ralph Taylor,  
Shahin Virani, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 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.

## Important changes to V5C Registration Document procedures

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

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

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

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

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

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.  
Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

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

## Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, 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).

## 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 the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

### Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: [www.gov.uk/nova-log-in](http://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.

## 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.



# 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. Clients are requested to provide photographic proof of ID – passport, driving licence, ID card, together with proof of address – utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed.

We recommend prospective buyers to register as early as possible after receiving their catalogue or viewing it online. It is likely to take several business days for a bank to issue an acceptable reference to us.

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

**In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed and faxed/mailed to us no later than 48 hours before the sale.**

## How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

## Are there any warranties offered with the vehicles?

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

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

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

## Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

## How can I pay?

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

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

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

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

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

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

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.

## Are there any other charges?

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale. Vehicles will be uplifted the night of the sale to local store, clients will be given address when collecting their invoices or paying for their purchases following the sale.

**N.B. Clients cannot pay for purchases on Saturday 27 or Sunday 28 June at the local store.**

Payment can be taken between 8:30am and 12pm on Monday 30 June at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport will be present at the sale and can quote a price to deliver the vehicle to you. Their contact details can be found on the collections page.

## IMPORTANT V5/V5C INFORMATION

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

**This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.**

# Worldwide Motoring contacts

## UK Motor Cars

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

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

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

### Administrators

Jane Hogan  
+44 (0) 20 7468 5806  
jane.hogan@bonhams.com

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

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

Malcolm Barber  
+44 (0) 207 468 8238  
malcolm.barber@bonhams.com

Tom Harrington  
+44 (0) 20 7468 5808  
tom.harrington@bonhams.com

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

## USA Motor Cars

### West Coast

Jakob Greisen  
+1 415 503 3284  
jakob.greisen@bonhams.com

Nick Smith  
+1 323 436 5470  
nick.smith@bonhams.com

### East Coast

Rupert Banner  
+1 212 461 6515  
rupert.banner@bonhams.com

### Administrator

Samantha Hamill  
+1 212 461 6514  
samantha.hamill@bonhams.com

Mark Osborne  
+1 415 391 4000  
mark.osborne@bonhams.com

Eric Minoff  
+1 917 206 1630  
eric.minoff@bonhams.com

Evan Ide  
+1 917 340 4657  
evan.ide@bonhams.com

## Mainland Europe Motor Cars

Phillip Kantor  
+32 (0) 4 76 87 94 71  
philip.kantor@bonhams.com

Paul Gaucher  
+33 (0) 1 42 61 10 11  
paul.gaucher@bonhams.com

Hans Schede (Germany)  
+49 (0) 172 2088 330  
hans.schede@bonhams.com

### Administrator

Valérie Simonet  
+33 (0) 1 42 61 10 11  
valerie.simonet@bonhams.com

Gregory Tuytens  
+32 (0) 2 73 65076  
gregory.tuytens@bonhams.com

Gregor Wenner (Italy)  
+39 333 564 3610  
gregor.wenner@bonhams.com

Henning Thomsen (Denmark)  
+45 (0) 4051 4799  
henning.thomsen@bonhams.com

## Additional contacts

### Automobilia

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

### Motorcycle Department

Ben Walker  
+44 (0) 20 8963 2819  
ben.walker@bonhams.com

### Press Office

Ruth Fletcher  
+44 (0) 20 7468 8210  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

### Catalogue subscriptions

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

Adrian Pipiros  
+44 (0) 20 8963 2840  
adrian.pipiros@bonhams.com

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

### Administrator

Robert Burner  
+44 (0) 20 8963 2802  
robert.burner@bonhams.com

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

### Buyers/Sellers Accounts UK

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

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



# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 30 June 2015 **by appointment only**. Storage charges will begin from this time.

To arrange collection please contact the Automobilia Department 020 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com) to make an appointment.

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

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

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

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

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

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Monday 30 June. (Please see Guide for Buyers)

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to storage at the Buyer's expense (see below)**. Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

### Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store:  
Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
[polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)

### Vehicle Removal charges

£220 + VAT per vehicle

### Vehicle Storage charges

First 14 days  
£14 + VAT per motor car per day

### Thereafter

£10 + VAT per motor car per day

## Transport and Shipping

A representative of Polygon Transport, 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).

### Transporter

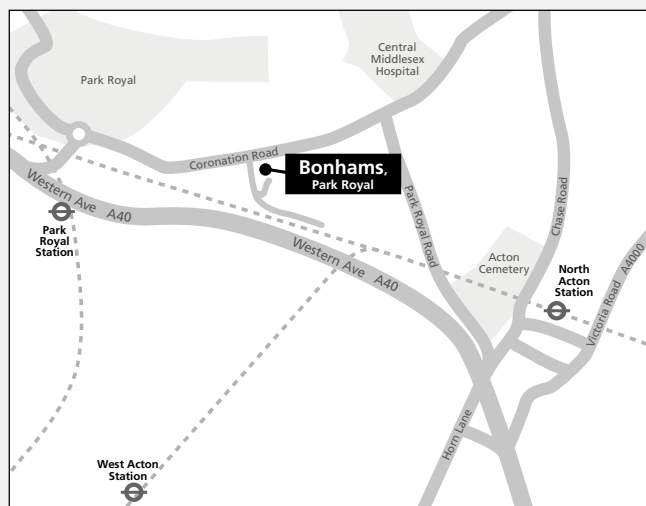
Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
[polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)

### Motor Car Preparation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

### Professional Catalogue Photography

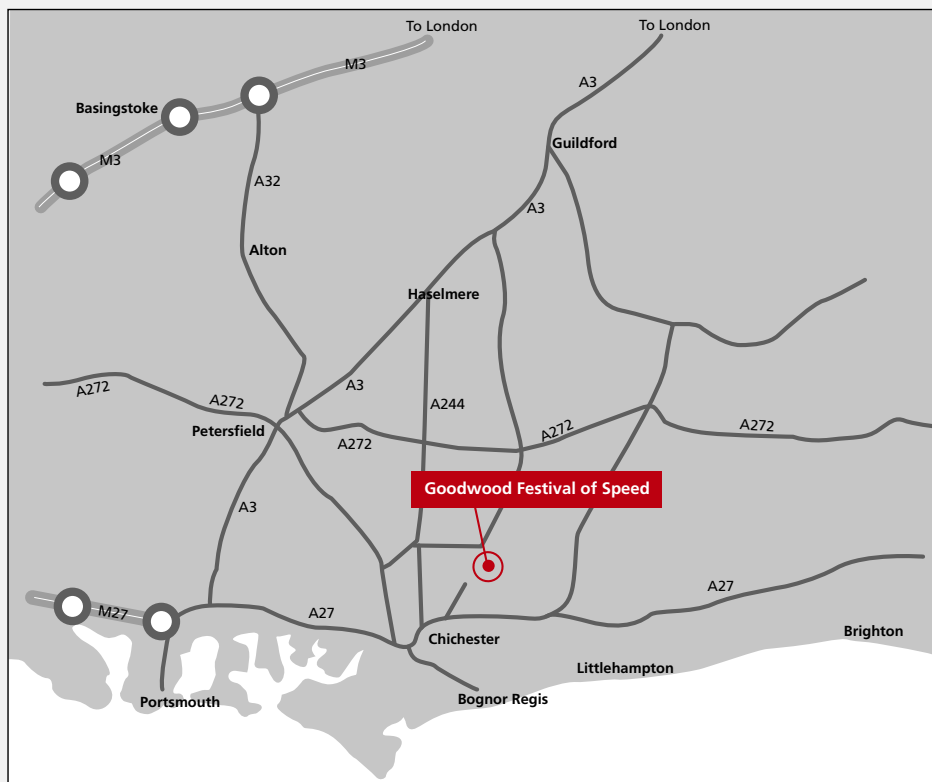
Simon Clay  
Neil Fraser  
Pawer Litwinski



# Directions to Goodwood

**Goodwood House**  
**Chichester**  
**West Sussex**  
**PO18 0PX**

On Thursday and Friday Bonhams clients should approach Goodwood House and they will then be directed into the public car parks for the Moving Motor Show and Festival of Speed. Please ensure you give yourself adequate time to get from the public car parks to the Bonhams sale marquee.



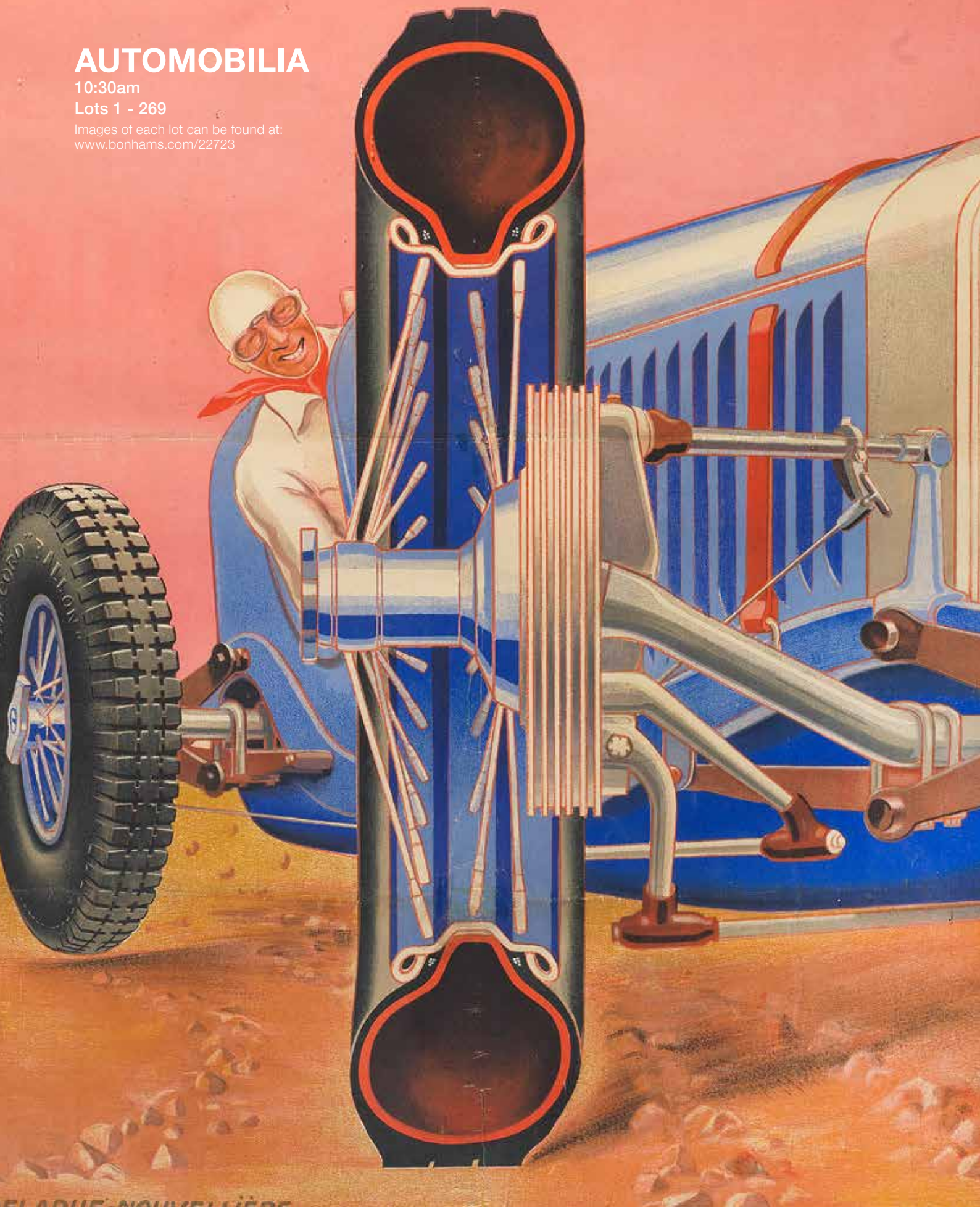


# AUTOMOBILIA

10:30am

Lots 1 - 269

Images of each lot can be found at:  
[www.bonhams.com/22723](http://www.bonhams.com/22723)





1



8

## BOOKS & EPHEMERA

1•  
**BOOKS RELATING TO BUGATTI INCLUDING LIMITED EDITIONS,** including Hugh Conway & Maurice Sauzay: Bugatti Magnum, in slip-case (numbered 0318/1,000); Uwe Hücke, Julius Kruta & Michael Ulrich: Bugatti - From Milan to Molsheim (limited edition of 1000), in slip-case; Bernhard Simon & Julius Kruta: The Bugatti Type 57S (limited edition of 1000); Franco Zagari: Bugatti - La Gloire (numbered 755/1100); Cristian Bertschi & Eustasio lacona: Bugatti Argentina (numbered 708/1400); and other related titles, majority with dust-jackets and in good order.  
(13)  
**£500 - 700**  
**€700 - 970**

2•  
**THREE PORSCHE BOOKS,** comprising, Ulrich Upietz: GT3 RSR by Gruppe C Motorsport-Verlag GmbH, 2007, limited edition number 729/996, signed by the author and a number of GT3 RSR drivers, together with library case applied with metal plate inscribed with the book's title and the edition number '729 - 996'; Ulrich Upietz: RS Spyder by Gruppe C Motorsport Verlag GmbH, 2007, limited edition number 448/999, signed by the author and a number of RS Spyder drivers, together with library case applied with metal plate inscribed with the book's title and the edition number '448-999', and packing carton; and Karl Ludvigsen: Ferdinand Porsche-Genesis of Genius, subtitled Road, Racing and Aviation Innovation 1900 to 1933 by Bentley Publishers, 2009, hard-covered, 570 black and white and colour photographs and illustrations, unopened, with original packing box.  
(3)  
**£500 - 700**  
**€700 - 970**

3•  
**BOOKS RELATING TO GRAND PRIX FERRARIS INCLUDING A SIGNED EDITION,** including Alan Henry: Fifty Years of Ferrari, signed to title page by drivers Dan Gurney, Tony Brooks, John Surtees, Phil Hill, Patrick Tambay, Luca Badoer, Stefan Johansson, and Rene Arnoux; together with Rainer W Schlegelmilch: Ferrari Formula 1; Maurice Hamilton: Inside Ferrari; Jesse Alexander: Ferrari Grand Prix Moments; and other titles.  
(12)  
**£500 - 600**  
**€700 - 830**

4•  
**ASSORTED MOTORSPORT BOOKS INCLUDING MULTIPLE SIGNED EXAMPLES,** including C E 'Johnny' Johnson: Connaught, signed by Eric Thompson, Louis Klementaski, Duncan Rabagliati, Les Leston, Charles Meisl, and others; 1st and 2nd editions of Ian Dusseck: HRG The Sportsman's Ideal, the 1st edition signed throughout by the author, Peter Clark, Jack Fairman, Marcus Chambers, Jack Scott, and others, the 2nd edition signed by the author with dedication; William Boddy: The History of Brooklands Motor Course 1906-1940; Anthony Pritchard: British Racing Green, signed by the author; Davey & May: Lagonda - A History of the Marque; and other motoring titles.  
(Qty)  
**£500 - 600**  
**€700 - 830**

Lot 4 is offered for sale from the collection of Eric Thompson.

5•  
**DOUG NYE & GEOFFREY GODDARD: 'FERRARI IN CAMERA';** by Palawan Press, linen bound, limited edition number 241/1000, with matching slip case, 4to  
**£500 - 700**  
**€700 - 970**

6•  
**CHRISTIAN MOITY, JEAN-MARC TEISSEDE & ALAIN BIENVENU: 24 HEURES DU MANS 1923-1992; VOLUMES 1 & 2,** French text limited editions of the two volume set, numbered 1871 of 2000, with dust-jackets and card slip-cases, together with accompanying English text translation supplement.  
(3)  
**£500 - 600**  
**€700 - 830**

7•  
**JANOS L WIMPFEN: TIME AND TWO SEATS - FIVE DECADES OF LONG DISTANCE RACING; VOLUMES I & II,** subtitled: The World Sports Car, Grand Touring and Manufacturers Championships; limited edition number 43, a comprehensive racing history and important reference title, each volume bound in black canvas and contained in slipcase, each book unopened in original tissue paper wrapping, together with original packing box.  
**£600 - 800**  
**€830 - 1,100**

8•  
**GUY FABRICE MESTROT & MANUEL DOS REIS: 'P2';** scarce CIJ P2 Alfa Romeo clockwork toy reference book, limited edition 12/20, French text, embossed leather bound cover, 75 numbered pages beautifully illustrated with all known variants of this popular tinplate clockwork toy, large 4to, with leather library case, also containing reprinted CIJ catalogue, P2 book with English translation and a printed certificate.  
**£1,000 - 1,200**  
**€1,400 - 1,700**

9•  
**CHRIS NIXON: RIVALS; A RARE DELUXE LIMITED EDITION LEATHER BOUND BOOK IN PRESENTATION CASE,** number 12/100, 327 numbered pages relating to the rivalry between Aston Martin DBR1 and Ferrari Testa Rossa 1957-1959, published by Surfbrook Ltd in 1998, bound in leather, large 4to, together with un-illustrated paperback book of the same title, complete with Schedoni leather lined riveted metal alloy case, applied with silver marque badges by Asprey to front cover and closed with Schedoni leather belts, together with a green Schedoni cover and a red quilted Schedoni carrying bag.  
(Qty)  
**£3,000 - 4,000**  
**€4,200 - 5,600**





9



10

15

10

**A FERRARI 288 GTO OWNER'S MANUAL IN LEATHER WALLET,**

red card covers, in Italian, French and English text, 8vo, contained in brown leather wallet embossed with Prancing Horse emblem.

(2)

£500 - 700

€700 - 970

11•

**THREE FERRARI SALES BROCHURES,**

comprising 308 GTB/GTS, BB512 Berlinetta Boxer, and 308 Quattrovalvole.

(3)

£600 - 700

€830 - 970

12•

**A RARE FERRARI 166 MILLE MIGLIA SALES PAMPHLET, ITALIAN, CIRCA 1950,**

four pages, Italian text, printed in black on white, rounded corners, includes image of rolling chassis and table of specifications, small 8vo.

£800 - 1,000

€1,100 - 1,400

13•

**TWO PORSCHE 904 CARRERA GTS INSTRUCTION MANUALS,**

comprising one French text and the other German text, each with red and black card covers, 4to.

(2)

£500 - 600

€700 - 830

14•

**A FERRARI 246 GT & GT/S WORKSHOP MANUAL,**

English text, 189 numbered pages contained in red vinyl ring-bound folder.

£500 - 700

€700 - 970

15•

**A FERRARI DINO 246GT INSTRUCTION MANUAL AND PARTS LIST IN LEATHER WALLET,**

both red card covers, in Italian, French and English text, the manual originally from car number 02132, both 8vo, together with a Maranello Concessionaires Service Record booklet for 6 cylinder Ferraris, and a Blaupunkt radio booklet, all contained in brown leather Dino wallet.

(5)

£500 - 700

€700 - 970

16•

**A 2003 GRANDPRIX DE MONACO RACE PROGRAMME, SIGNED BY ALL COMPETING DRIVERS AND TEAM MANAGERS**

French edition of the programme, signed to interior in black marker by the drivers to their respective profiles, comprising Michael Schumacher, Barrichello, Montoya, Ralf Schumacher, Coulthard, Raikkonen, Trulli, Alonso, Nick Heidfeld, Frentzen, Fisichella, Ralph Firman, Mark Webber, Antonio Pizzonia, Jacques Villeneuve, Jensen Button, Justin Wilson, Verstappen, Olivier Panis, and Christiano Da Matta, also signed by Ross Brawn, Jean Todt, Adrian Newey, Ron Dennis, Flavio Briatore, Peter Sauber and Eddie Jordan, together with several photographs of James Hunt, one signed by the driver with 'Best Wishes', a 1st edition of James Hunt: Against All Odds, a 2004-2005 Autocourse annual, and several other race programmes.

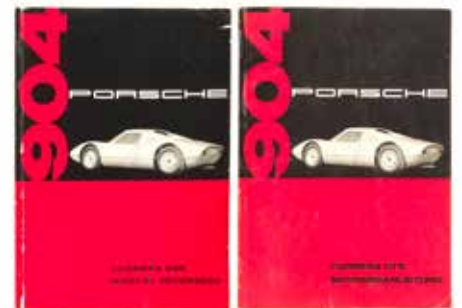
(Qty)

£600 - 800

€830 - 1,100



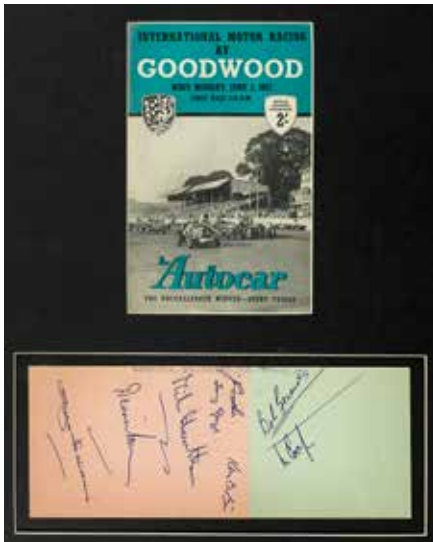
12



13



16



17



20

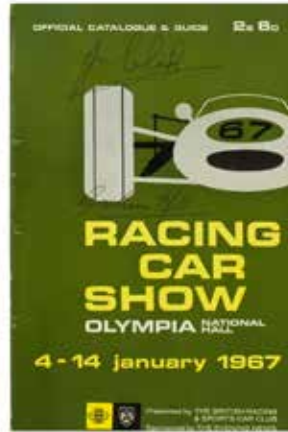


18

17  
**A FRAMED 1952 WHIT MONDAY GOODWOOD RACE PROGRAMME,**  
common mounted with a double autograph page signed by drivers competing in the 1952 Whitsun races at Goodwood, including, Mike Hawthorn, George Abecassis, Dennis Poore and others, mounted, framed and glazed, 48cm x 40cm.  
**£500 - 700**  
**€700 - 970**

18•  
**TWO RACING CAR SHOW CATALOGUES SIGNED BY FORMULA 1 WORLD CHAMPIONS, 1966-67,**  
comprising 1966 with brown paper cover signed by Jack Brabham, John Surtees with other signatures of John Cooper, Vic Elford and Tony Rudd, 1967 with green paper cover signed by Jim Clark and Graham Hill, together with a 1956 Motorists Manual signed by Maria Teresa de Filippis, Peter Collins and Jean Behra on the cover, all 8vo with some wear to covers. (3)  
**£500 - 700**  
**€700 - 970**

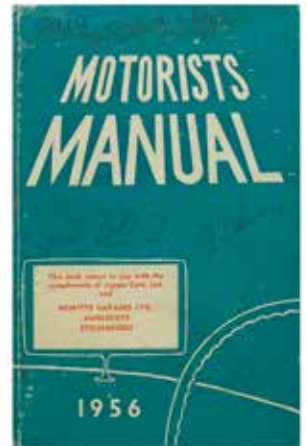
19  
**A COLLECTION OF LETTERS AND EPHEMERA RELATING TO ENGLISH RACING AUTOMOBILES, 1935-39,**  
many on ERA or ERA Club letter-headed paper, including six signed by Raymond Mays and some signed by Peter Berthon and Humphrey Cook among others, from the correspondence files of the the Late Phillip Turner , respected motoring journalist who edited 'Hearsay' and was Midland Motorsport Correspondent for Motor magazine.  
(Qty)  
**£500 - 600**  
**€700 - 830**



20  
**A FRAMED 1951 DAILY GRAPHIC GOODWOOD MOTOR RACE MEETING PROGRAMME,**  
common mounted with a copy of the Daily Graphic & Daily Sketch, and a double page from an autograph book, signed by the drivers on the day, including, Parnell, Moss, Rolt, Hamilton, Farina and others, mounted, framed and glazed, 58cm x 47cm.  
**£500 - 700**  
**€700 - 970**

21  
**A FRAMED 1951 GOODWOOD WHIT MONDAY RACE PROGRAMME,**  
common mounted with a page form an autograph book, signed by multiple drivers from the 1951 Whit-sun races at Goodwood, including Parnell, Hamilton, Prince Bira, Rolt, Hampshire and others, mounted, framed and glazed, 49cm x 48cm.  
**£500 - 700**  
**€700 - 970**

22•  
**SALLON: MOTOR-RACING DRIVERS PAST AND PRESENT; SIGNED BY VARIOUS DRIVERS,**  
ring-bound with celluloid covers, signed in pencil or ink by drivers and personalities to the respective pages depicting their caricature comprising George Abecassis, John Bolster, Tony Brooks, Arthur Fox, John Eason Gibson, Mike Hawthorn, Stirling Moss and Lord Selsdon.  
**£800 - 1,000**  
**€1,100 - 1,400**







21

**LOTS 23-32 ARE OFFERED FOR SALE FROM THE LIBRARY COLLECTION OF MR ROBIN LODGE.**

Bonhams is pleased to offer these good quality motoring publications on behalf of Robin Lodge. A motoring enthusiast since his formative years, Robin became an ardent, active and successful competitor in historic racing in the 1980s and 90s, and was a familiar sight in his Maserati 250F, Ferrari 246 Dino, Ferrari 250 GT SWB, and Maserati 250S motor cars.

**23• JANOS L WIMPFEN: TIME AND TWO SEATS, VOLUMES I & II,** the set highlighting Five Decades of Long Distance Racing, The World Sports Car, Grand Touring, and Manufacturer's Championships, each Volume bound in black canvas and contained in slipcase.

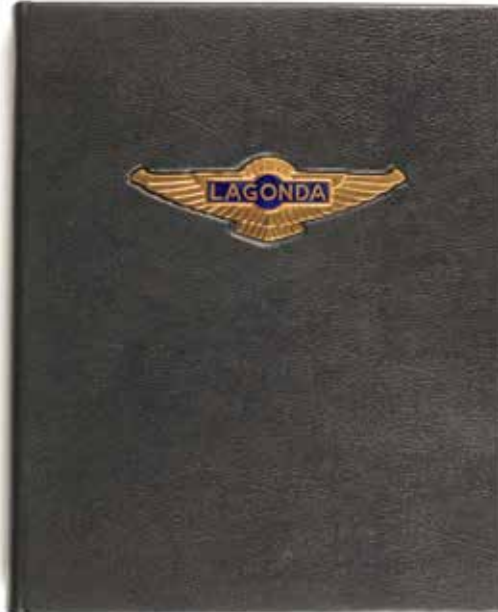
£600 - 800  
£830 - 1,100

**24• BERND HOLTHUSEN: LAGONDA; PUBLISHED BY PALAWAN PRESS,** deluxe leather bound limited edition 27/50, signed by the author, 426 pages, hard covers embossed and applied with enamel Lagonda badge, in slipcase, a well illustrated history of the marque, large 4to.

(2)  
£1,000 - 1,500  
£1,400 - 2,100

**25• PAUL SHELDON & DUNCAN RABAGLIATI: A RECORD OF GRAND PRIX AND VOITURETTE RACING; VOLUMES 1-10,** from a limited edition of 500, some in leather and some clothbound black hard covers, each signed by both authors, a comprehensive record covering the period from 1900 to 1978, together with an Addenda supplement for the set in vinyl covers, 4to.

(11)  
£700 - 900  
£970 - 1,300



24

**26• BOOKS RELATING TO ITALIAN MARQUES,** 33 tomes, majority English text including Orsini & Zagari: Maserati, in slip case; Hull & Slater: Alfa Romeo a History; Nigel Trow: The Illustrated Lancia, in slip case; Philippe Olczyk: De Tomaso 'Macchine da Corsa'; Winston Goodfellow: Isorivolta 'The Men the Machines'; and others including Orsini & Zagari: OSCA, Italian text.

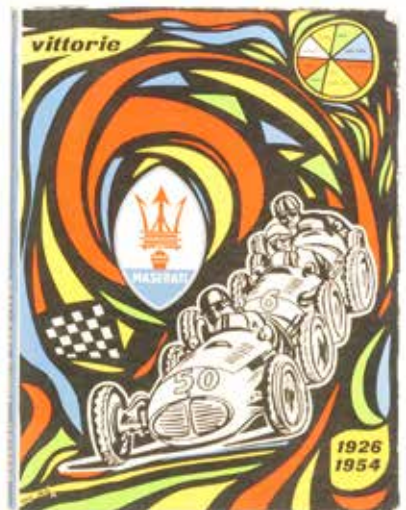
(Qty)  
£500 - 700  
£700 - 970

**27• A RARE MASERATI 'VITTORIE' 1926-1954 SUCCESSES PUBLICATION,** card covers, 187 numbered pages, celebrating race successes for the marque, Italian text, large 4to.

£500 - 600  
£700 - 830

**28• ♦ A QUANTITY OF FERRARI REFERENCE BOOKS,** 36 tomes including Starkey, Renwick & Olczyk: Ferrari Fifty Years on the Track, signed limited edition 284/500 in slip case; Hans Tanner: Ferrari, first edition, 1959; Rainer W Schlegelmilch: Ferrari Formula 1; Fitzgerald, Merritt & Thompson: Ferrari The Sports and Gran Turismo Cars; Gianni Cancellieri: Ferrari Glory, limited edition number CLX, signed by the author, in slip case; Francesco Scaletti: Ferrari I Quattro Cilindri, signed limited edition 9/99, Italian text, in slip case; and other titles.

(Qty)  
£600 - 800  
£830 - 1,100



22



34



33

29 ♦

**A QUANTITY OF BOOKS RELATING TO BRITISH SPORTING MARQUES,**

including Chris Nixon: Racing with the David Brown Aston Martins, Volumes I & II, each leather bound edition signed by the author, with dust jackets; David Weguelin: The History of English Racing Automobiles ERA, in slip case; Owen, Rudd & Nye: B.R.M., signed by authors, leather bound, limited edition 59/100, in slip case; Nicholas Foulkes: The Bentley Era; Arthur Owen: The Racing Coopers; and others, together with eight books relating to French marques including Hugh Conway: Bugatti Magnum, limited edition number 1928, in slip case.

(Qty)

£500 - 700

€700 - 970



39 (sample)

30 ♦

**A QUANTITY OF BOOKS RELATING TO MOTORSPORT AND MOTOR RACING,**

including Adriano Cimarosti: Grand Prix Suisse, French and German text, in slip case; Giovanni Lurani: Mille Miglia 1925-1957; Karl Ludvigsen: Mercedes Benz Quick Silver Century, leather bound signed limited edition 73/100; L J K Setright: The Grand Prix Car 1954-1966; and others.

(Qty)

£500 - 700

€700 - 970

31 ♦

**A QUANTITY OF BOOKS RELATING TO MOTOR RACING DRIVERS AND RACING,**

including Stirling Moss: Fangio, signed by Moss on title page, and applied with publishers label signed by Fangio, leather bound limited edition, 23/50, in slip case; Eric Dymock: Jim Clark, signed by the author; Ivan Rendall: Ayrton Senna Tribute; and other books, together with ten books relating to motor racing photography including Klemantaski: Himself and Portfolio, signed limited editions 22/300, two Volume set in slip case published by Palawan; Geoffrey Goddard & Doug Nye: Track Pass; and Karl Ludvigsen: Ferrari by Mailander, in slip case.

(Qty)

£500 - 700

€700 - 970

32 ♦♦

**ASSORTED BOUND VOLUMES OF MOTORING PUBLICATIONS,**

comprising Motor Racing, January 1954 to February 1970, Volume 1 number 1 (New Series) to Volume 17 number 2, eight tomes in yellow cloth bound hard covers; Motor Sport, Volume 29 to 49, January 1953 to December 1973, with covers and adverts in publisher's binders as 21 Volumes and Autosport, Volume 1 number 1 to Volume 19 number 26, August 1950 to December 1959 in publisher's binders as 18 Volumes, and ten Bolaffi price catalogues, 1996 to 2005/6, Italian text, some hard bound.

(Qty)

£500 - 700

€700 - 970

**PHOTOGRAPHS & ART**

Properties from other owners

33

**A TEN SHILLING NOTE SIGNED BY ENZO FERRARI AND JOHN SURTEES,**

signed in black pen, sold together with 15 black and white photographs taken at the 1965 1000Km d' Monza race where the autographs were collected, depicting Messrs Ferrari and Surtees, cars including Ferrari 330 P2, Alfa Romeo Giulia TZ2, Ferrari 250LM, Ford GT40 and Shelby Daytona, engineers, pit and paddock scenes, each corner mounted '5 x 3' prints.

The photographs in this lot are offered for sale with full copyright.

(Qty)

£500 - 700

€700 - 970



34

**FOUR SIGNED POSTCARDS OF MERCEDES-BENZ GRAND PRIX DRIVERS,** each a monochrome portrait image, comprising Manfred von Brauchitsch, Rudolf Caracciola, Richard Seaman, and Hermann Lang, each signed by the respective driver, together with a black and white photograph of Alfred Neubauer, signed by Neubauer, all mounted on black card.

(5)  
£500 - 600  
€700 - 830

35

**AN ALAIN PROST FRAMED PHOTOGRAPH WITH SIGNATURE AND SIGNED BIOGRAPHY,**

large colour photograph depicting Prost in the Ferrari, 29 x 49cm, mounted with signature of Prost, framed and glazed, and a signed autobiography 'Life in the Fast Lane', together with a signed limited edition print after Alan Fearnley 'Ferrari 100', signed by the artist and by Prost, and another print after Fearnley 'Villeneuve Pit Stop', both framed and glazed.

(4)  
£500 - 600  
€700 - 830

36

**A FRAMED PHOTOGRAPH WITH SIGNATURE OF JUAN MANUEL FANGIO,** monochrome photograph by Louis Klementaski of Fangio in the Lancia-Ferrari D50 at the 1956 French Grand Prix, 13 x 21cm, mounted together with signature of the driver in black ink, framed and glazed, together with two prints after Alan Fearnley, one depicting Fangio in the Mercedes-Benz W196, the other of Jim Clark in the Ford Lotus, both 20 x 30cm, mounted, framed and glazed.

(3)  
£500 - 600  
€700 - 830

37

**FOUR FRAMED RACING DRIVER PHOTOGRAPHS WITH SIGNATURES,** comprising two monochrome images of John Surtees and Jack Brabham, both signed by the drivers, a monochrome image of Graham Hill in the BRM at Monaco 1962, and a colour image of Jackie Stewart, both mounted with signatures, the largest 38 x 28cm, each mounted, framed and glazed.

(4)  
£500 - 600  
€700 - 830

38

**SIX SIGNED PUBLICITY PHOTOGRAPHS OF JAMES BOND 007 ACTORS,** each 10" x 8" photograph, comprising Sean Connery, George Lazenby, Roger Moore, Timothy Dalton, Pierce Brosnan, and Daniel Craig as 007, each signed or initialled by the actor.

(6)  
£700 - 800  
€970 - 1,100



40

39

**TWO ALBUMS OF 1960'S MOTOR RACING PHOTOGRAPHS TAKEN BY C G NOWELL,** approximately 150 monochrome images depicting various types of racing throughout the 1960's, including Formula 1, Formula 2, Sports car racing Saloon car racing, period and vintage racing and others, featuring drivers such as Graham Hill in the BRM Formula 1 at Silverstone, 1965, Surtees in the Ferrari Formula 1 at Silverstone 1965 and in the Lola T70 also at Silverstone, Jim Clark racing the Lotus Elan at Oulton Park, and Bruce McLaren in the Cooper-Climax at Oulton Park, and others.

(Qty)  
£800 - 1,200  
€1,100 - 1,700

Lot 39. All images are sold with Copyright, and a letter from the photographer confirming Copyright will transfer to the buyer.

40

**A BUGATTI ADVERTISING POSTER, 'AUTOMOBILES AUTORAILES', FRENCH, CIRCA 1937,**

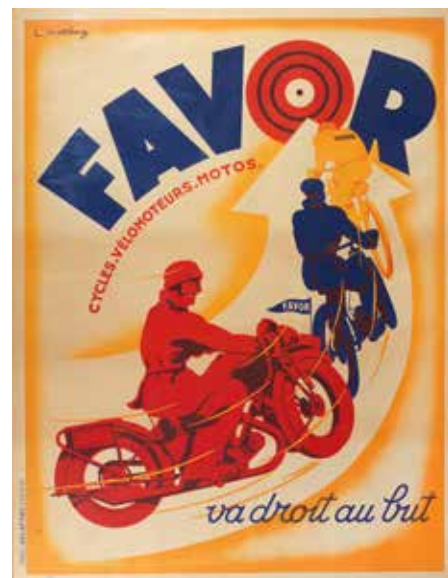
after artwork by R. Geri, lithographed in red and yellow on blue, from the studio of W Fischer printed by A Michel of Strasbourg, mounted, framed and glazed, 94cm x 57cm.

£500 - 700  
€700 - 970

41<sup>0</sup>

**A FAVOR 'STRAIGHT TO THE POINT' ADVERTISING POSTER, FRENCH, 1930S,** after a design by L. Matthey, (French, born 1900), depicting Favor Cycles, Velomoteurs and Moteurs, 160 x 120cm, framed and glazed.

£500 - 700  
€700 - 970



41



42

42

**AN ORIGINAL BROOKLANDS 11TH INTERNATIONAL 200 MILE RACE POSTER FOR THE EVENT ON 27 AUGUST 1938,** printed in red and yellow, with artwork after J Moser (dated '36), on paper, old fold marks, 75 x 50cm, framed and glazed.

£500 - 700  
€700 - 970



45



46



47



48

43  
**TWO MOTOR RACING POSTERS AND A PHOTOGRAPH OF STIRLING MOSS**, comprising 1964 German Grand Prix at Nurburgring poster, 83 x 58cm, 1961 British Empire Trophy Meeting at Silverstone, 74 x 50cm, and a monochrome portrait of Moss, 37 x 29cm, each mounted, framed and glazed.  
(3)  
£500 - 700  
€700 - 970

44  
**FOUR 1954 MERCEDES-BENZ GRAND PRIX VICTORY HANDBILL POSTERS**, celebrating successes for Mercedes-Benz at the 1954 Italian, French, German and Swiss Grand Prix, with drivers Juan Manuel Fangio, Karl Kling and Hans Hermann, together with a 'Victories for Progress' handbill poster, celebrating race successes for 1954 and 1955, each featuring artwork after Hans Liska, each measuring 29 x 21cm, contained within a blue card Mercedes-Benz folder.  
(6)  
£500 - 600  
€700 - 830

45  
**AN ORIGINAL BROOKLANDS BRDC 500 MILES RACE POSTER FOR 1930** printing in red and black on paper, text only, old fold mark, 73cm x 47cm, mounted, framed and glazed.  
£500 - 700  
€700 - 970

46  
**AN ORIGINAL BROOKLANDS BRITISH EMPIRE TROPHY RACE POSTER FOR 30TH APRIL, 1932**, printing in red and black on paper, text only, old fold mark, 73cm x 48cm, mounted, framed and glazed.  
£500 - 700  
€700 - 970

47  
**AN ORIGINAL BROOKLANDS WHIT MONDAY POSTER FOR 1932**, 'The Right Crowd and No Crowding', for races including the 'Gold star handicap', depicting a driver preparing to race in white overalls, some fold marks 73cm x 47cm, mounted, framed and glazed.  
£800 - 1,200  
€1,100 - 1,700

48<sup>o</sup>  
**A MONET-GOYON MOTORCYCLE ADVERTISING POSTER AFTER ROGER PEROT, FRENCH, 1933**, published by P.A.L. Havas-Macon, depicting a motor cycle leading a car and a train, printed on paper, 116 x 74cm, mounted, framed and glazed.  
£900 - 1,100  
€1,300 - 1,500





49

49  
**AN ORIGINAL POSTER FOR THE BRDC 500 MILE RACE AT BROOKLANDS, 1933,**  
 depicting Birkin's single-seater 'Blower' Bentley leading the 10½ litre Delage on the Banking, mounted, framed and glazed, 48 x 75cm.  
 £1,000 - 1,500  
 €1,400 - 2,100

50  
**A RARE CENTRATOR CYCLES AUTOMOBILES ADVERTISING POSTER, FRENCH, CIRCA 1908,**  
 with artwork after Paul Carrere, printed by J. Bière Dr, 56 Rue du Hautoir, Bordeaux, on paper 79 x 122cm, laid on linen.  
 £1,000 - 1,200  
 €1,400 - 1,700



50



51

51  
**AN ORIGINAL BROOKLANDS 'BRITISH EMPIRE TROPHY RACE' POSTER FOR 1933,**  
 depicting Birkin's single-seater 'Blower' Bentley leading the 10½ litre Delage on the Banking, mounted, framed and glazed, 48 x 75cm.  
 £1,000 - 1,500  
 €1,400 - 2,100



52

52<sup>o</sup>  
**A RARE 'LA BUIRE' ADVERTISING POSTER, FRENCH, 1920S**  
 designed and printed by Joseph Charles of Paris, in full colour on paper, 140 x 100cm, Perspex framed.  
 £1,200 - 1,500  
 €1,700 - 2,100





53



55

53<sup>°</sup>  
**A RARE 'DUNLOP BALLON' ADVERTISING POSTER AFTER ARTWORK BY PIERRE CHARLES DELARUE-NOUVELLIERE, FRENCH, CIRCA 1922**

printed on paper, laid on linen, depicting the tyre "at the track on a hollow-rim", 116 x 79cm, Perspex glazed.

£1,200 - 1,500  
 €1,700 - 2,100

54<sup>°</sup>

**A RARE BROOKLANDS MOTOR COURSE RACE MEETINGS ADVERTISING POSTER FOR 1927,**

with colour printed pictorial central panel depicting cars high on the banking racing under the member's bridge, printed text listing principal meetings, including the 2nd British Grand Prix on the 1st October, British Motor-cycling Racing Club fixtures and other events, old fold marks with old taped repairs to upper left quarter, 97cm x 60cm, mounted, framed and glazed.

£1,500 - 2,000  
 €2,100 - 2,800



54

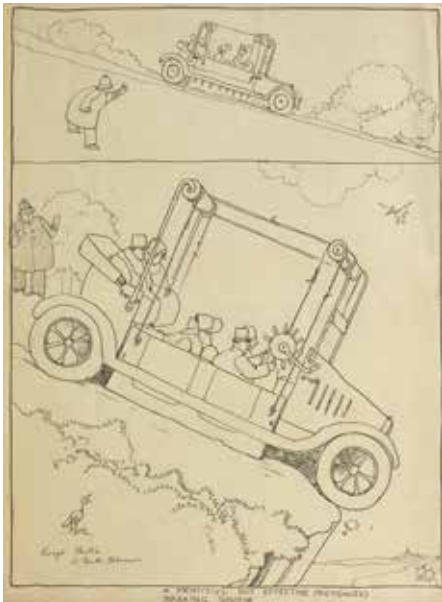
55<sup>°</sup>

**A QUANTITY OF ASSORTED MOTORSPORT PRINTS AND POSTERS INCLUDING SOME SIGNED EXAMPLES, OFFERED FROM THE COLLECTION OF MURRAY WALKER OBE,**

many limited edition, including '1971 Grand Prix - Monza' colour print (376/500) after Michael Turner, signed by the artist and Peter Gethin with dedication to Murray Walker, 'Time to Go Racing' after Gavin MacLeod, depicting a race scene from the 1993 Indianapolis 500, signed by Emerson Fittipaldi, Al Unser Junior and Paul Tracey with dedication to Murray

Walker, framed and glazed, a monochrome print after Alan Stammers of Fangio in the Maserati 250F, signed by Fangio, and other posters and prints after Ferrigno, Andrew Kitson, Dexter Brown and others featuring Ferrari, Honda, Schumacher, Mansell, Damon Hill, Prost, Senna, and other F1 cars and drivers, many signed by the artist, majority unframed and rolled.

(22)  
 £500 - 700  
 €700 - 970



58

56  
**TWO SIGNED PHOTO-PRINTS OF AYRTON SENNA,**

each signed and dated '93 in black marker, the larger 21 x 25.5cm, both mounted, framed and glazed.

(2)

£500 - 700

€700 - 970

57<sup>◇</sup>

**FOUR SIGNED RACING DRIVER CARICATURE PRINTS AFTER SALLON,**

each framed page from the 1956 Shellmex & BP publication: Motor-Racing Drivers Past & Present; comprising Roy Salvadori, Tony Brooks and Stirling Moss, each signed by the driver, and another of Mike Hawthorn signed to the mount by Jean Howarth, together with other assorted framed motorsport prints and photographs including a small signed photograph of Phil Hill in the Ferrari Sharknose, a large colour photograph by Edward Eves of Ricardo Rodriguez in the Scuderia Ferrari, a print after Roy Nockolds of Mike Hawthorn in Ferrari, assorted sizes, each framed and glazed.

(10)

£500 - 600

€700 - 830



65

58

**WILLIAM HEATH ROBINSON (BRITISH, 1872-1944): 'A PRIMITIVE BUT EFFECTIVE FRICTIONLESS BRAKING SYSTEM',**

signed 'Rough Sketch W. Heath Robinson', pen and black ink on card, old creases, 36.5 x 26.5cm, mounted, framed and glazed.

£700 - 900

€970 - 1,300

59<sup>◇◇</sup>

**TONY UPSON, 'JAGUAR E-TYPE',**

signed, acrylic on board, a study of the car, 104 x 205cm, in black painted wooden frame.

£500 - 600

€700 - 830

60<sup>◇◇</sup>

**TONY UPSON, 'BUGATTI TYPE 35',**

signed acrylic on board, a side view study of the car, 104 x 205cm, in black painted wooden frame.

£500 - 600

€700 - 830

61<sup>◇◇</sup>

**TONY UPSON, 'FERRARI 250GTO',**

signed, acrylic on board, a study of the car, 104 x 205cm, in black painted wooden frame.

£500 - 600

€700 - 830

62<sup>◇◇</sup>

**TONY UPSON, 'FANGIO AND MASERATI',**

signed, acrylic on board, depicting Fangio at speed in the Maserati 250F, commemorating his victory at the 1957 French Grand Prix at the Rouen-Les-Essarts circuit, 104 x 205cm, in black painted wooden frame.

£500 - 600

€700 - 830



65

63<sup>◇◇</sup>

**TONY UPSON, 'GOLD LEAF LOTUS FORD',** signed, acrylic on board, a front view study of the racing single seater, 104 x 205cm, in black painted wooden frame.

£500 - 600

€700 - 830

64

**TWO FERRARI 250 GTO STUDIES,**

each monochrome, one pencil on paper depicting Graham Hill at the wheel signed by James Dugdale, one watercolour unsigned (believed Dugdale), each 17 x 27cm, mounted, framed and glazed.

(2)

£300 - 400

€420 - 560

65<sup>AR</sup>

**ROSS WARDLE (BRITISH), A PAIR OF GRAND PRIX DRIVER MONTAGE ARTWORKS,**

both signed, gouache on artists' paper, each a montage image depicting drivers and Grand Prix cars, the first 'Formula 1 World Champions' featuring Fangio in Maserati, Jack Brabham in Brabham Repco, Jackie Stewart in Tyrrell Ford, Niki Lauda in Ferrari, Alain Prost in McLaren Honda, Michael Schumacher in Benetton Renault, and Ayrton Senna in McLaren Honda, the second featuring Jim Clark in Lotus, Nigel Mansell in Williams Honda, Stirling Moss in Mercedes, Mike Hawthorn, Damon Hill, Graham Hill in BRM, Jackie Stewart in Matra Ford, John Surtees and James Hunt, each image measuring 37 x 48cm, mounted on artists' board and ready for framing.

(2)

£500 - 700

€700 - 970





66



68



67



70



69

66<sup>AR</sup>

**ROSS WARDLE (BRITISH), A SERIES OF SIX FORMULA 1 DRIVER ARTWORKS,** each signed by the artist, gouache on artists' paper, each a montage image featuring portrait of the driver and his race car, comprising Michael Schumacher and Ferrari, Jacques Villeneuve and Renault, Damon Hill and Renault Williams, Eddie Irvine and Ferrari, David Coulthard and McLaren Mercedes, and Jean Alesi and Benetton Renault, each image approximately 20 x 50cm, mounted on artists' board and ready for framing.

(6)

£500 - 700  
€700 - 970

67<sup>AR</sup>

**RAYMOND GROVES, (1913-1958), TWO MIXED MEDIA STUDIES OF SINGLE SEAT RACING CARS,**

comprising 'Prescott 1956', signed and dated, depicting a car at speed, together with 'Crystal Palace 1956', signed and dated, depicting Paul Emery in his Emeryson battling with Stirling Moss in the Maserati, passing the grandstand in the 1956 London Trophy race, each 27cm x 38cm, unmounted.

(2)

£500 - 600  
€700 - 830

68<sup>AR</sup>

**FRANCESCO SCIANNA, 'LANCIA AT SPEED',**

signed, mixed media abstract, 61 x 85cm, framed and glazed.

£500 - 600  
€700 - 830

69

**GRAHAM BOSWORTH (BRITISH 1944- ), 'JAGUAR AT LE MANS',**

signed and dated 2000, watercolour and gouache montage depicting famous Le Mans Jaguars over and around an outline map of the circuit, 48 x 62cm, mounted, framed and glazed.

£500 - 700  
€700 - 970



71



71

70<sup>AR</sup>

**RAYMOND GROVES, (1913-1958), TWO MIXED MEDIA STUDIES OF JAGUAR COMPETITION CARS,**

comprising 'Silverstone 1958', signed and dated, depicting Hawthorn in his Jaguar Mk1 'VDU 881' chasing down a rival Tommy Sopwith in 'EN 400', together with 'The Monte Carlo Rally 1956', signed and dated, depicting Ronnie Adams on his way to victory at the Monte Carlo Rally in the large Jaguar Mk VII, the largest is 30cm x 39cm.

(2)

£500 - 600

€700 - 830



72



72

71<sup>AR</sup>

**RAYMOND GROVES (1913-1958), TWO FRAMED MIXED MEDIA STUDIES OF RACING CARS,**

comprising, 'Lotus', signed and dated, depicting Ron Flockhart driving car number 23, a Lotus Climax Eleven, mounted, framed and glazed, together with a study of a single seater race car, signed and dated, mounted, framed and glazed the largest sized, 26cm x 38cm.

(2)

£600 - 800

€830 - 1,100



73



74

72

**TWO WATERCOLOUR PAINTINGS ATTRIBUTED TO REGINALD ALLEN SHUFFREY (1886-1952),**

unsigned, watercolour heightened with white, each depicting a two door saloon car, one Wolseley-type with registration number dated '1934' the other Alvis-type similarly dated '37', the larger 36 x 40cm, each framed and glazed.

£600 - 800

€830 - 1,100

73<sup>AR</sup>

**TONY SMITH (BRITISH, 1932- ), '1970 BELGIAN GRAND PRIX',**

signed and dated 1970, acrylic on board, depicting Chris Amon in his March on his way to setting the fastest lap, leading a line of cars comprising eventual winner Pedro Rodriguez/BRM, Stewart/March, Ickx/Ferrari, Rindt/Lotus and Beltoise/Matra, 63 x 83cm, framed.

£600 - 800

€830 - 1,100

74<sup>AR</sup>

**GERALD COULSON (1926 - ), "SOME ROOKIE",**

signed, oil on canvas, depicting the K-Mart Texaco Newman/Hass Racing Lola T93/00 bearing Mansell's famous 'Red 5' on his way to the winning the CART IndyCar World Series, 50 x 85cm, framed.

£700 - 900

€970 - 1,300

Nigel Mansell was the reigning Formula 1 World champion when he moved over to CART, becoming the first person to win the CART title in his debut season, and making him the only person to hold both titles simultaneously. Originally painted for Solomon & Whitehead Limited and published by them as a limited edition print of 500 copies, and is offered with a certificate.





75



76



77



78



76



79

75<sup>AR</sup>

**DEXTER BROWN (1942- ),  
'AYRTON SENNA / MCLAREN',**

two common mounted original gouache and pencil studies, comprising portrait of Senna signed by artist, sized 29cm x 27cm, together with Senna in the McLaren at speed, sized 22cm x 33cm, framed and glazed, 57cm x 90cm overall.

**£800 - 1,000  
€1,100 - 1,400**

76

**RAYMOND GROVES (1913-1958), TWO  
MIXED MEDIA STUDIES OF FORMULA  
ONE CARS,**

comprising, 'Monaco 1957', signed and dated, depicting a scene from the 1957 Monaco Grand Prix with Fangio in the Maserati car number 32 ahead of Tony Brooks in the Vanwall, the race ending with Fangio in first and Brooks 25 seconds behind in second, on board, framed, together with a canvas depicting Tony Brooks at speed in the Connaught Type B, signed, un-mounted, the largest 51cm x 61cm.

(2)

**£800 - 1,000  
€1,100 - 1,400**

77<sup>AR</sup>

**JAMES DUGDALE (BRITISH 1940 - ):  
'MILLE MIGLIA 1954'**

signed and dated, acrylic on canvas, depicting the legendary pairing of Hans Herrmann and Herbert Linge, at speed in the Porsche 550 Spyder, framed, 44cm x 59cm.

**£800 - 1,000  
€1,100 - 1,400**

78<sup>AR</sup>

**GERALD COULSON (1926 - ), "SETTING  
THE PACE, A DUEL FOR THE  
CHAMPIONSHIP, ADELAIDE 1994",**

signed, oil on canvas, depicting Michael Schumacher in the Benetton B194 leading Damon Hill in the Williams FW16, 50 x 101cm, framed.

**£800 - 1,000  
€1,100 - 1,400**

Originally painted for Solomon & Whitehead Limited and published by them as a limited edition print of 500 copies, and is offered with a certificate.

79<sup>AR</sup>

**BRIAN COWAN (1941- ) 'DBR1/2',**

depicting the DBR1 at speed, acrylic on board, signed by the artist, mounted, 92cm x 44cm.

**£1,000 - 1,500  
€1,400 - 2,100**





80

80<sup>AR</sup> ♦

**GERALD COULSON (1926 - ) "SCRAMBLE",**  
signed, oil on canvas depicting 66 Squadron  
Supermarine Spitfires on the ground preparing  
for takeoff while 615 Squadron Hawker  
Hurricanes fly off to battle overhead, 75 x  
100cm, framed.  
**£1,500 - 1,800**  
**€2,100 - 2,500**

Originally painted for Solomon & Whitehead  
Limited and published by them as a limited  
edition print of 850 copies, and is offered with a  
certificate.

81<sup>AR</sup> ♦

**DEXTER BROWN (1945- ), 'PAUL NEWMAN  
AT LE MANS 1979',**  
signed, acrylic on canvas, depicting the actor  
with the Porsche 935 at Le Mans 1979, 102 x  
152cm, framed.  
**£2,000 - 3,000**  
**€2,800 - 4,200**

The Porsche 935 turbo, a high-powered  
version of the Porsche 911 road car, dominated  
endurance racing in the late 1970s. The  
German-based Kremer team won the 1979  
Le Mans using a highly modified version of the  
935, which is a remarkable success for a car  
based on a 15 year old road car design. Actor  
Paul Newman and team mate Rolf Stommelen  
finished second in Dick Barbour's Porsche 935,  
while Kremer's second-string effort claimed the  
final spot on the podium.



81



82

82<sup>AR</sup> ♦

**DEXTER BROWN (1945- ), 'BUGATTI TYPE  
51',**  
signed on front and back, acrylic on canvas,  
depicting Louis Chiron on his way to victory at  
the 1931 Monaco Grand Prix, 102 x 102cm,  
framed.  
**£2,000 - 3,000**  
**€2,800 - 4,200**

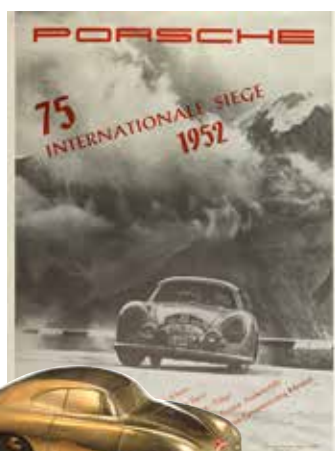
With 16 Bugattis in a field of 23 cars, the event  
was close to being a single-marque race.  
Among the 16 were four factory-team Type  
51s driven by the Monegasque Louis Chiron,  
the Italian Achille Varzi and the French Albert  
Divo and Guy Bouriat. Starting slowly, Chiron  
eventually displayed his talents; gaining back  
ground with a new lap record time. He caught  
up with all his opponents and left them behind.  
Chiron, a native of Monaco, finished the race  
some 5 minutes ahead of Luigi Fagioli.



83



84



85

83<sup>AR</sup> ♦

**DEXTER BROWN (1942- ); 'THE RIVALS'**

signed, mixed media abstract painting depicting a battle between Ferrari and Ford in the mid 1960s, 59 x 99cm, mounted, framed and Perspex glazed.

£3,000 - 4,000

€4,200 - 5,600

84<sup>♦</sup>

**A WOODEN PORSCHE SHIELD,**

modern, depicting the famous Porsche Stuttgart crest, 70cm x 64cm.

£500 - 700

€700 - 970



86

85

**'VICTORY IN THE ALPS' BY JEFF GAMBLE,** a bronze sculpture of the 1952 Liege-Rome-Liege Porsche 356, on wooden base, with brass title plaque, the bronze in 26cm long, together with a re-print 1952 Porsche 356 victory poster measuring 103cm x 76cm.

(2)

£800 - 1,000

€1,100 - 1,400

86<sup>♦</sup>

**GREGORY PERCIVAL 'ENDURANCE',**

a patinated bronze sculpture of the 'Steve McQueen' 1970/71 Le Mans Porsche 917K, early edition of the sculpture produced in tribute to the twice Le Mans winning 24-Hours car as featured in the 1971 film Le Mans starring McQueen, a dynamic depiction of the car at speed with trailing stylised 'wake' in hand-polished clear glass resin, constructed from seven hand patinated cast bronze sections, 37cm long, lightly inscribed 'Percival P007/010 2015' to inside of front section, measuring 76cm long including 'wake' and mounted on a slate display base.

£2,500 - 3,500

€3,500 - 4,900

This limited edition of 10 'patinated' bronzes is designed to show the Porsche after 24 hours of racing where the curves and forms of the 917 are now clothed in the muck and grime of the race track.

A proportion of the funds from the sale of this lot will be donated by the artist to the Mission Motorsport charity.

87<sup>♦♦♦</sup>

**STEVE GRIFFITH, 'ACHIN' BACK', 1991,** the large ribbed aluminium panel constructed with alloy and MDF ribs to represent a section of a B-24 Liberator, complete with 'nose art', bomb and ship markers, painted technical information and Perspex 'bubble' window, mounted with large bolt and chain support to rear, 240cm x 310cm x 46cm.

£3,500 - 4,500

€4,900 - 6,300

The "Achin' BACK!" artwork was originally exhibited in 1992 at the Rebecca Hossack Gallery, Windmill Street, London, and was inspired by the famous 449th Bomb Group's B-24 Liberator named 'My Achin' Back!!'.

88<sup>♦♦</sup>

**'SUPERLEGGERA' AND 'TOURING MILANO' GARAGE DISPLAY EMBLEMS,**

modern, each cold-cast resin and aluminium composite, in the form of the script and badge, each 150cm wide, mounted together on a wooden panel.

(2)

£500 - 600

€700 - 830

89<sup>♦</sup>

**A HAND-PAINTED 'MASERATI SPARK PLUG' FOR GARAGE DISPLAY,**

modern, cold-cast resin and aluminium composite, featuring the Ferrari logo, 120cm high.

£500 - 600

€700 - 830





87



98



99



100

99<sup>00</sup>  
**A FERRARI SERVICE ILLUMINATED SIGN,**  
 single sided, alloy box construction with  
 moulded black and yellow plastic front with  
 some raised lettering and depicting a cavallino,  
 50 x 75cm, wired for illumination.  
**£500 - 700**  
**€700 - 970**

100<sup>00</sup>  
**A RARE 'MASERATI AUTOMOBILI**  
**SERVICE' ENAMEL SIGN,**  
 single-sided in four colours, 96 x 62 cm, slight  
 loss of enamel in corners and on some edges.  
**£1,800 - 2,200**  
**€2,500 - 3,100**

90<sup>00</sup>  
**A 'MASERATI' GARAGE DISPLAY EMBLEM,**  
 modern, cold-cast resin and aluminium  
 composite, in the form of the badge, 120cm  
 high.  
**£500 - 600**  
**€700 - 830**

91<sup>00</sup>  
**A HAND-PAINTED 'FERRARI SPARK PLUG'**  
**FOR GARAGE DISPLAY,**  
 modern, cold-cast resin and aluminium  
 composite, featuring the Ferrari logo, 120cm  
 high.  
**£500 - 600**  
**€700 - 830**

92<sup>00</sup>  
**TWO 'ASTON MARTIN' AND 'DB5' GARAGE**  
**DISPLAY EMBLEMS,**  
 modern, cold-cast resin and aluminium  
 composite, in the form of the badges, 150cm  
 wide and 100cm high respectively, mounted  
 together on a wooden panel.  
 (2)  
**£600 - 800**  
**€830 - 1,100**

93<sup>00</sup>  
**TWO 'DB4' AND 'ZAGATO' GARAGE**  
**DISPLAY EMBLEMS,**  
 modern, cold-cast resin and aluminium  
 composite, in the form of the badges, 100cm  
 high and 110cm wide respectively, mounted  
 together on a wooden panel.  
 (2)  
**£600 - 800**  
**€830 - 1,100**

94<sup>00</sup>  
**TWO 'FERRARI' GARAGE DISPLAY**  
**EMBLEMS,**  
 modern, cold cast resin and aluminium  
 composite, comprising a 'Prancing Horse'  
 emblem, 150cm high, and a 'Ferrari' script,  
 150cm wide, mounted together on a wooden  
 panel.  
 (2)  
**£600 - 800**  
**€830 - 1,100**

95<sup>00</sup>  
**A HAND-PAINTED 'MR DRIP' STANDING**  
**FORECOURT FIGURE,**  
 modern, fibreglass construction, in the form of  
 the Esso character, 120cm high.  
**£600 - 800**  
**€830 - 1,100**

96<sup>00</sup>  
**A HAND-PAINTED 'MISS DRIP' STANDING**  
**FORECOURT FIGURE,**  
 modern, fibreglass construction, in the form of  
 the Esso character, 120cm high.  
**£600 - 800**  
**€830 - 1,100**

97<sup>00</sup>  
**A HAND-PAINTED 'MR BIBENDUM'**  
**STANDING FORECOURT FIGURE,**  
 modern, fibreglass construction, 120cm high.  
**£800 - 1,200**  
**€1,100 - 1,700**

98<sup>00</sup>  
**AN ILLUMINATED MASERATI SHOWROOM**  
**SIGN,**  
 dark blue painted shaped alloy framework 118 x  
 120cm with central decorated plastic oval panel  
 75cm high, together with wall mounted lighting  
 panel fitted with four fluorescent tubes.  
**£500 - 700**  
**€700 - 970**



102



103



101



104



105

## **GARAGE EQUIPMENT, TOOLS, ACCESSORIES & SPARES**

101<sup>00</sup>

### **A BENNETT HAND-CRANKED ONE GALLON PETROL PUMP,**

restored in red and yellow livery, fitted with "Shell Specialised Motor Spirit" and 1/3d price flags, retaining original delivery hose with bronze nozzle, the sight glass with enamel delivery instruction plate, with "Guaranteed Sealed Shell" transfer applied to cylinder, approximately 194cm high overall.

£1,000 - 1,400

€1,400 - 1,900

102<sup>0</sup>

### **A SET OF TOOLS SUITABLE FOR A VINTAGE BENTLEY, WITH TOOLBAG,**

leather box-bag with interior base tray, containing various tools including four adjustable wrenches including King Dick, 10 assorted BSA spanners, pliers, a Braime oil can, grease guns including Tecalmit and a rare 'Blower Oil Priming' gun, three 'perfect pattern' wooden handled screwdrivers, three Dunlop tyre levers, a hand-drill, a soldering iron, and other tools, together with a Stadium bottle jack, a Prima foot-pump, and a brass Pyrene fire extinguisher.

(Qty)

£700 - 900

€970 - 1,300

103

**A CASED FERRARI 365 BOXER TOOL KIT,** incomplete, black leather case with handle and lid bearing Prancing Horse emblem, opening to two trays fitted with pliers, six Everest spanners, four screwdrivers, bulbs and other sundry spares, some items missing, the case 32cm wide.

£600 - 800

€830 - 1,100

104

### **A FERRARI 308/246 TOOL ROLL AND BROCHURE,**

black leather roll with pop-stud fasteners, containing eight Ferrari chrome vanadium spanners, four Ferrari screwdrivers, a pair of pliers, and articulating joint, offered together with a Ferrari 308 Quattrovalvole sales brochure.

(2)

£700 - 1,000

€970 - 1,400

105

### **A FERRARI 308/246 TOOL ROLL,**

black leather roll with pop-stud fasteners, containing eight Ferrari chrome vanadium spanners, four Ferrari screwdrivers and a pair of pliers, offered together with a Ferrari 308 GTB/ GTS Instruction Book in Ferrari wallet, and a reprinted Ferrari 308 Quattrovalvole Owner's Manual.

(3)

£700 - 1,000

€970 - 1,400





106

106

**A FERRARI 308/246 TOOL ROLL,**

black leather roll with pop-stud fasteners and bearing Ferrari label numbered 127736, containing eight Ferrari chrome vanadium spanners, four Ferrari screwdrivers, a pair of pliers, together with a tow hitch.

(2)

£800 - 1,200

€1,100 - 1,700

107

**A CASED FERRARI BB/BBI TOOL KIT AND SALES CATALOGUE,**

believed to suit 1978-1984 models, black leather case with handle and lid with Prancing Horse emblem, containing two trays fitted with pliers, eight Ferrari chrome vanadium spanners, four screwdrivers, other tools, bulbs and other sundry spares, the case 31cm wide, offered together with a sales catalogue for the BB512i.

(2)

£1,200 - 1,500

€1,700 - 2,100

108

**A CASED FERRARI 355 TOOL KIT AND BROCHURE,**

tan leather case by Schedoni, with carrying handle, 39cm wide, incomplete, containing six chromed Ferrari vanadium spanners, other tools, a ratchet, a lift-out tray fitted with pliers, a smaller tray with bulbs and electrical connectors, together with a tow hitch, a cigarette lighter operated light, and an Agip pressurised tyre inflator (believed expired) in case, together with a Ferrari F355 sales brochure and a red Ferrari vinyl bag.

(3)

£1,400 - 1,800

€1,900 - 2,500

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.



107



110

108

109

**A CASED FERRARI BBI TOOL KIT AND OWNER'S MANUAL, CIRCA 1984,**

black leather case with handle and lid with Prancing Horse emblem, containing two trays fitted with pliers, eight Ferrari chrome vanadium spanners, four screwdrivers, other tools, bulbs and other sundry spares, the case 31cm wide, with original plastic packing with Maranello Concessionaires label, offered together with Owner's Manual for the BB512i (English, Italian and French text) contained in brown leather wallet by Schedoni.

(4)

£1,500 - 2,000

€2,100 - 2,800

110

**A FERRARI 512TR/512M TOOL KIT IN LEATHER CASE,**

tan leather case by Schedoni with carrying handle, 38cm wide, opening to interior containing three lift-out trays fitted with eight Ferrari chrome vanadium spanners, a ratchet, pliers, four screwdrivers, tow hitch, spare fan-belt, and other tools accessories, and an Agip pressurised tyre inflator (expired) in black soft case, offered together with a Ferrari F512M



109

Owner's Manual in tan leather wallet, and a Ferrari 512 TR sales brochure with card folio.

(3)

£2,000 - 2,500

€2,800 - 3,500

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.



111



114



115

111  
**A CARL ZEISS MIRROR-BACKED SPOTLAMP, SWISS, CIRCA 1930,** nickel plated casing numbered 116595, 12cm diameter lens, 8cm diameter mirror, mounted on articulated ball-joint with mounting bracket.  
**£800 - 1,000**  
**€1,100 - 1,400**

112<sup>†</sup>  
**A VETERAN EIGHT-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,** nickel-plated, with curved trumpets of assorted sizes and with three valves, complete with bulb, approximately 67cm long overall.  
**£600 - 800**  
**€830 - 1,100**



112



113



119

113<sup>†</sup>  
**A VETERAN EIGHT-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,** nickel-plated, with eight curved trumpets of assorted sizes and with three valves, complete with bulb, large sized version, approximately 90cm long overall.  
**£700 - 900**  
**€970 - 1,300**

114  
**AN EARLY FOUR-NOTE 'TENOR' 12 VOLT ELECTRIC BRASS TRUMPET HORN, BY CICCIA, FRENCH,** four trumpets of different sizes, with hinged connection to compressor unit bearing maker's plaque and numbered '1292', 39cm long overall, according to information supplied by the vendor "it does work if you hook up a battery".  
**£1,100 - 1,300**  
**€1,500 - 1,800**

115  
**A HEUER SUPER AUTAVIA DASHBOARD CHRONOGRAPH,** stainless steel case, black dial with luminous numerals and hands, with minute and 60 second subsidiary dials, with outer bezel, surface scratch to convex plastic lens, on back plate for dashboard mounting.  
**£1,500 - 2,000**  
**€2,100 - 2,800**

116<sup>∞</sup>  
**A SET OF FOUR 'COMPOMOTIVE' MOTORSPORT ALLOY WHEELS FOR PORSCHE, MADE IN ENGLAND,** comprising a pair of 7J x 15 and a pair of 8J x 15 wheels, finished red, race used.  
(4)  
**£500 - 700**  
**€700 - 970**

117<sup>∞</sup>  
**A BORRANI WHEEL TO FIT A FERRARI 275 GTB 1964-1966,** used, 72 spokes, the rim stamped 14 x 7L-RW4039 R RECORD, fitted with Michelin WXW 205/70 VR 14 tubeless radial tyre, some wear.  
**£500 - 700**  
**€700 - 970**

118<sup>∞</sup>  
**THREE FERRARI 275 GTB WHEELS WITH MICHELIN TYRES,** each fitted with Michelin WXW 205/70 VR 14 tubeless radial tyre, some wear.  
(3)  
**£700 - 900**  
**€970 - 1,300**

119  
**TWO STEERING WHEELS,** comprising a Ferrari 365 Daytona steering wheel, leather covered outer, tri-spoke with pierced central hub, 38.5cm diameter, and a smaller wheel with red leather covered outer, 34cm diameter.  
(2)  
**£600 - 800**  
**€830 - 1,100**



121



122



120



124



## BADGES & MASCOTS

120\*

### A RARE SOUTH COAST FLYING CLUB ENAMEL BADGE, CIRCA 1930,

number 4, by Collins of London, enamelled in four colours, depicting a Schneider Trophy type seaplane, 10.7cm high.

£500 - 600

€700 - 830

121†

### A 'NASSAU BAHAMAS' ENAMELLED CAR BADGE,

chromed, with enamelling in six colours, 14cm high, mounted on a wooden base.

£500 - 600

€700 - 830

122\*

### A NORTHAMPTONSHIRE AERO CLUB MEMBER'S ENAMEL BADGE, 1930S,

chrome plated with red, black and cream enamel, the winged central panel depicting a biplane flying over the clubhouse, 13.2cm wide, some surface wear.

£500 - 600

€700 - 830

The original Northamptonshire Aero Club was founded in 1928. The financial crisis in the early 1930s caused some re-modelling of the club, creating Sywell Aerodrome Limited which, itself, included the Brooklands Aviation company from Weybridge as the driver of subsequent aviation developments. The Northamptonshire Aero Club became part of this Brooklands based enterprise, aircraft used by members were provided by Brooklands Aviation which ran all the flying aspects at Sywell Aerodrome. Club members had access to the purpose-built Art Deco clubhouse with full bar and catering facilities (depicted on the badge). From 1935 the Royal Air Force established an Elementary and Reserve flying training school responsible for training both new and existing volunteers. From then on club flying across most of the UK wound down until it ceased altogether in September 1939 upon the outbreak of the Second World War.

123

### A COLLECTION OF CAR BADGES AND ARMBANDS, FORMERLY THE PROPERTY OF B A R C COUNCIL MEMBER MAJOR W W PAUL,

the badges include BARC, Circle car Club, UK Competitors Monte Carlo Rally badge numbered 267, two Beaulah badges for the 1954 XXIV Monte Carlo Rally badges and a competitor's plaque from the same rally and a BARC Brooklands member's badge (replica), arm bands for RAC Competition Committee, RAC Steward and three embroidered armbands for BARC Council, together with five printed tin Champion spark plugs advertising plates, mid 1960s.

(Qty)

£500 - 700

€700 - 970

124\*

### THREE RACING CAR CLUB MEMBER'S BADGES, 1950S,

comprising Half-Litre Car Club, 10.5cm high, The Sports Car Club in blue enamel by The Birmingham Medal Company, 10.5cm high, and British Automobile Racing Club by Butler of Birmingham, number B939, 11.6cm high.

(3)

£650 - 850

€900 - 1,200





125



125



129



126



125



127

125\*  
**TWO BROOKLANDS CLUB BADGES BY SPENCER OF LONDON, 1930S,**  
comprising Brooklands Automobile Racing Club, number 1051, enamelled in eight colours, and Brooklands Aero-Club, number 99, enamelled in five colours, each 10cm high on a plastic display base.

(2)  
£650 - 750  
€900 - 1,000

126†  
**A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,**  
comprising 25 motor car emblems for the National Motor Museum at Beaulieu, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet and accompanying pamphlet and certificate, the case 39 x 30cm.

£900 - 1,200  
€1,300 - 1,700

127†  
**A SCOTTISH GROUP ROLLS-ROYCE MOTOR CLUB ENAMEL CAR BADGE,**  
by Vaughtons Ltd of Birmingham, chromed with blue and white enamel Scottish Saltire flag design applied with Rolls-Royce black enamel central emblem, 10.5cm high.

£900 - 1,200  
€1,300 - 1,700

128†  
**A ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB ENAMEL CAR BADGE,**  
chromed badge with scarlet enamel ground incorporating the Spirit of Ecstasy and Bentley Winged 'B' emblems, 11cm high, mounted on a turned wooden base.

£900 - 1,200  
€1,300 - 1,700

129\*  
**AN EARLY BROOKLANDS FLYING CLUB ENAMEL BADGE BY H A SHELLEY & CO, 1920S**  
number 12, inter-War period Flying Club member's car badge in nickel plated brass with red and black enamel, slight loss of enamel to tip of shield depicting a frontal view of a period monoplane over the Brooklands Flying clubhouse, by maker 'Shelley & Co. 12 Holborn Viaduct, London', 11cm high, mounted on a display base.

£1,800 - 2,200  
€2,500 - 3,100

130\*

**CHARLES BRACKENBURY'S  
BROOKLANDS BARC 130MPH ENAMEL  
BADGE,**

chrome plated eight colours of enamel, clear red for the 130 MPH plaque and red, cream, green, grey and three tones of blue enamel, with correct markings to the reverse dated 10.6.35., 9.5cm high on a turned wooden base.

**£2,000 - 3,000**

**€2,800 - 4,200**

During the period of active racing at Brooklands only 16 drivers lapped the Outer Circuit at over 130 mph. Among them, two women, Mrs.Kay Petre and Mrs.Gwenda Stewart (the fastest lap by a woman driver was achieved in 1935 by Mrs.Stewart at 135.95 mph, in a 1.6litre front drive Derby-Miller).

The men being Kaye Don, John Cobb, George Eyston, Oliver Bertram, Dudley Froy, Whitney Straight, Chris Staniland, Freddy Dixon, Richard Marker, Lord Howe, C.T.Baker-Carr, Jack Duller, George-Harvey Noble and Charles Brackenbury. Only those drivers were permitted by the club to bear the exclusive 130MPH Brooklands club badge on their cars.

131†

**A GOLD AND DIAMOND-SET ANGLO-AMERICAN OIL COMPANY LAPEL BADGE, 1915,**

star-shaped 'Long Service' lapel badge in 18kt gold inset with single diamond to upper point, with enamel centre, awarded to J.Johnstone, in original case by Toye & Co.Ltd, offered together with three pre-War enamel St Christopher dashboard plaques, two with sterling silver backing hallmarked Birmingham 1927 and 1935, the other continental silver with poincon hallmark, on hinged back-plate inscribed 'M.Debize Bully - Rhone'.

(5)

**£500 - 600**

**€700 - 830**

132

**A COLLECTION OF ENAMEL LAPEL BADGES FORMERLY THE PROPERTY OF BARC COUNCIL MEMBER MAJOR W W W PAUL,**

comprising a rare BARC council gold and enamel lapel badge in Toye, Kenning & Spencer Ltd box, BARC Official badge with four coloured date bars, 17 assorted BARC Goodwood from 1951-1966, 9 assorted BARC Thruxton badges from 1968-1973, 6 RAC British Grand Prix badges with assorted date bars from 1967-1972 (some detached), a Society of Motor Manufacturers & Traders Council lapel badge 1974-75, and three medals presented in 1947 in boxes.

(Qty)

**£600 - 800**

**€830 - 1,100**



130



130 (detail)



131





133



134



135



136



137



138

133<sup>†</sup>  
**A ROLLS-ROYCE PHANTOM III KNEELING SPIRIT OF ECSTASY MASCOT,** marked 'C.Sykes' and '26.1.34' to base, chromed, 10cm long, fitted to correct radiator cap.

£500 - 600

€700 - 830

134  
**A FINE 1929 'DEVIL IN THE WIND' MASCOT BY FERDINAND PREISS (1882-1943),** signed to the base, marked with 1929 Registered design number, nickel-plated bronze, 13.8cm long, mounted on a later chromed base.

£800 - 1,200

€1,100 - 1,700

135<sup>†</sup>  
**A WINGED NYMPH SILVER PLATED MASCOT, BY COROSE BRANDT LTD OF EUSTON ROAD, LONDON, CIRCA 1920,** unsigned, silver-plated bronze, depicting a winged nude female standing on a rocky outcrop, 18cm high overall.

£900 - 1,200

€1,300 - 1,700

136<sup>†</sup>  
**A VOISIN 'ICARUS' MASCOT BY CHARLES PAILLET, A E LEJEUNE EDITION, CIRCA 1920,** signed 'ch.Paillet' and marked 'Copyright A.E.L.' to rear of base, nickel-plated bronze, smaller version of the mascot depicting the mythical kneeling winged figure, 16.5cm wingspan, mounted on a black painted wooden display base.

£900 - 1,200

€1,300 - 1,700

137<sup>†</sup>  
**A RARE POLAR BEAR MASCOT BY E.FANIN, FRENCH, 1920S,** signed 'E Fanin' to inside of right hind leg, nickel-plated bronze, fixed to a radiator cap, 16.5cm long, mounted on a turned wooden base.

£900 - 1,200

€1,300 - 1,700

138<sup>†</sup>  
**AN ELEPHANT CAR MASCOT, BY FRANZ BERGMAN, AUSTRIAN, 1920S,** signed 'Nam-Greb' to rear of base, nickel-plated bronze mascot depicting a rearing African elephant, 13cm high, complete with original mounting bolt, above a turned wooden base.

£900 - 1,200

€1,300 - 1,700



140



141

139†

**A 'YOUTH WITH EAGLE' MASCOT, BY JULIUS SCHMIDT-FELLING, GERMAN, CIRCA 1910,**

signed to rear of base and with RKB German foundry mark, nickelled bronze mascot depicting a naked youth carrying a club with an eagle perched on his shoulder, 22cm high, mounted on a turned wooden base.

£1,000 - 1,500

€1,400 - 2,100

140†

**A RARE ART DECO 'CYGNE SAUVAGE' MASCOT BY FREDERICK BAZIN, FRENCH, CIRCA 1925,**

stamped 'F.Bazin' to left side of base, nickelled bronze, stylised depiction of a wild swan in flight, 19cm long overall, mounted to a radiator cap.

£1,500 - 2,000

€2,100 - 2,800

141†

**A RARE AEROPLANE MASCOT BY FREDERICK BAZIN, FRENCH CIRCA 1925,**

stamped 'F.Bazin' to left side of base, nickelled-bronze, Art Deco mascot depicting an ascending single seat aircraft, with red, white and blue enamel 'tricolore' roundels to wings and complete with rotating propeller, 16.5cm wingspan, mounted on a turned wooden base.

£1,900 - 2,200

€2,600 - 3,100

142†

**A 'SNAKE GIRL' MASCOT BY ANDRE CARON, FRENCH, CIRCA 1910,**

signed to rear of base, nickelled bronze mascot depicting a graceful female nude with a snake wrapped around her body and arms, 19cm high, mounted on a period radiator cap above a turned wooden display base.

£2,000 - 2,500

€2,800 - 3,500



139



142





143



144

143<sup>†</sup>

**A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, BRITISH, 1977,**

late Silver Ghost type mascot (1918-1925), created to commemorate Queen Elizabeth II's Silver Jubilee, hallmarked London 1977 and with commemorative Queen's Jubilee hallmark stamp to rear of base, marked around the base 'R.R Ltd 6.2.11. C.Sykes', 15cm high, fitted to original turned wooden base.

**£2,000 - 3,000**

**€2,800 - 4,200**

144<sup>†</sup>

**A FINE AND RARE 'BACCHANTE FUYANTE' MASCOT BY JOE DESCOMPS FOR ETLING, FRENCH, 1920S,**

signed 'Joe Descomps' to left side of base, nickelled bronze, in the form of a female nude running against the wind, larger version of the mascot, numbered 628 under base, 17.5cm high, mounted on a period radiator cap.

**£2,500 - 3,500**

**€3,500 - 4,900**

145<sup>†</sup>

**A RARE AND IMPRESSIVE 'PROUD COCKEREL' MASCOT, BY PROSPER LECOURTIER, FRENCH, CIRCA 1920,**

signed clearly to front of base, nickelled bronze, finely detailed large version of the mascot intended for display on French Government vehicles, depicting a proud crowing cockerel perched on a spiked flagpole draped with patriotic flag, 24cm high, mounted to correct nickel-plated radiator cap.

**£3,000 - 4,000**

**€4,200 - 5,600**



145



146

146<sup>†</sup>

**A FINE HISPANO-SUIZA 'FLYING STORK'  
DESKPIECE BY FREDERICK BAZIN,  
FRENCH, CIRCA 1920,**

signed 'F. Bazin' to base, nickel-plated bronze,  
depicting stork in flight above a stylized cloud  
formation, with correct riveted wing tips,  
20.5cm long, mounted on a black marble base.

£3,000 - 4,000

€4,200 - 5,600

147<sup>†</sup>

**A RARE 'LA RENOMMEE' MASCOT BY  
EMILE PEYNOT FOR MOTEURS BALLOT,  
FRENCH, 1922-1928,**

unsigned, bronze mascot depicting female  
nude holding a victory laurel garland, blowing  
a trumpet standing over a Ballot engine, rare  
version of the mascot with integral cast domed  
'dog-bone' radiator cap base, measuring 16cm  
high overall.

£4,000 - 5,000

€5,600 - 7,000

The 'La Renommée' (Trumpeting Angel)  
mascot, originally designed in 1917 by Emile  
Edmond Peynot, was silver medal winner at the  
1922 Journal L'Auto Concourse in Paris.



147





148

148

**A FINE 'RAM' MASCOT BY G. POITVIN, FRENCH, 1920S,**

extremely well detailed cast bronze with remains of nickel plated finish, signed, with stamped foundry mark C & L for (Cotenot et Lelièvre), 1922 winner of the L'Auto Show Médaille d'or, mounted on brass display base raised on four flat corner feet, the mascot 12.5cm long, the base 17.5 x 17.5cm.

£4,500 - 5,500

€6,300 - 7,600

149†

**AN EXTREMELY SCARCE 'PETIT CITRON' MASCOT BY ETIENNE MERCIER FOR AUTOMOBILES CITROEN, FRENCH, CIRCA 1923,**

unsigned, hollow-cast bronze mascot depicting a Citroen Type C 5cv Torpedo bursting out from a lemon with polychrome gilded surface, above a foliate decorated base, 10cm high, mounted to a bronze and Bakelite period radiator cap.

£8,000 - 9,000

€11,000 - 13,000



149



150†

**A FINE AND RARE 'EOS HERALD OF DAWN' MASCOT, BY JOSEPHINE SYKES, INTRODUCED 26TH FEBRUARY 1927,**

signed 'J.Sykes 26.2.27' to lower edge of drape, cire perdue nickel-plated bronze mascot with fine detailing depicting an elegant female with arms outstretched, the drapes of her dress flowing in the wind, 19cm high, with mounting stud above original domed wooden base with personal hand-written inscription by Jo Sykes to underside 'To Alba..... Happiness this token of Joe's affection', offered together with a circa 1928 hand-written postcard To 'Alba' with photograph and a 1988 letter, both from Jo, and other related cuttings and ephemera.

**£15,000 - 18,000**

**€21,000 - 25,000**

Accepted to the Royal Academy at age 19, talented sculptress Josephine Sykes joined her father, famed creator of the Rolls-Royce Spirit of Ecstasy mascot, Charles Sykes, in car mascot production.



150 (detail)





153



154

151<sup>†</sup>

**AN ILLUMINATING RADIATOR MOUNT  
SUITABLE FOR LALIQUE GLASS  
MASCOTS,**

nickel-plated, marked 'Breves Galleries  
Knightsbridge S.W.3. Pat.No. 309301', with  
split ring surround and socket with plug to  
rear, approximately 54mm inside diameter,  
smaller version to fit various pre-War Lalique  
or similar mascots, including Comete, Frog,  
small Dragonfly and Archer, mounted on a black  
painted wooden display base.

£600 - 700

€830 - 970

152<sup>†</sup>

**AN ILLUMINATING RADIATOR MOUNT  
SUITABLE FOR LALIQUE GLASS  
MASCOTS,**

nickel plated, marked 'Breves Galleries  
Knightsbridge SW3 Pat No. 309301', with split  
ring surround, fitted with bulb, socket and plug  
to rear, approximately 72mm inside diameter,  
larger version to suit various pre-War Lalique  
or similar mascots including Vitesse, Victoire, Coq  
Nain and Large Dragonfly, mounted on black  
painted wooden display base.

£700 - 800

€970 - 1,100

153<sup>†</sup>

**A 'COQ NAIN' GLASS MASCOT, BY RENE  
LALIQUE FRENCH, INTRODUCED 10TH  
FEBRUARY 1928,**

moulded 'R Lalique' and 'France' to either side  
of base, clear glass mascot in the form of a  
standing cockerel, 21cm high, chip under beak  
and to tip of uppermost tail feather, offered  
together with a similar pre-War example of the  
mascot, with damage to tips of upper two tail  
feathers and some paint flecks to surface in  
places.

(2)

£900 - 1,100

€1,300 - 1,500



151



152



156



155



157

154

**A 'TETE D'AIGLE' GLASS MASCOT BY RENÉ LALIQUE, INTRODUCED 14TH MARCH 1928,** moulded 'R.Lalique' and 'France' to the side of neck, in the form of an eagle's head in clear and frosted glass, 14cm long.

£1,000 - 1,500

€1,400 - 2,100

155†

**A 'ST CHRISTOPHER' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 1ST MARCH 1928,** in clear glass, intaglio moulded mark 'R.Lalique France' with early double-tailed Q, 11.5cm high.

£1,000 - 1,500

€1,400 - 2,100

156†

**A RARE 'BORZOIS' (WOLFHOUNDS) GLASS MASCOT, SOLD IN THE UK BY H G ASCHER AS 'RED ASHAY', CIRCA 1929,** stylised depiction of two long-haired Russian Wolfhounds running together in satin and clear glass, 19cm long, mounted within correct Red Ashay nickel-plated illuminating mount with rotating red, orange, blue and green coloured filter mechanism, complete with bulb, socket and wiring, the whole mounted on a turned wooden display base.

£1,500 - 2,000

€2,100 - 2,800

157†

**A 'TETE D'AIGLE' GLASS MASCOT, BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,** faintly moulded 'R Lalique' and 'France' to either side of neck, in the form of an eagle's head in clear and frosted glass, 14cm long.

£2,000 - 3,000

€2,800 - 4,200





158



159



160

158†

**A FINE 'COQ NAIN' MASCOT IN FUMEE GLASS BY RENE LALIQUE, INTRODUCED 10TH FEBRUARY 1928,**

moulded 'R Lalique' and 'France' to either side of base, engraved with catalogue number 'No.1135' to rear of base, in the form of a standing cockerel, 20.5cm high.

£3,000 - 4,000

€4,200 - 5,600

159†

**A 'CHRYSSIS' GLASS MASCOT, BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH 1931,**

in satin glass, etched 'R.Lalique France' under base, depicting a backward leaning nude female with her hair flowing behind her, 16cm long.

£3,000 - 4,000

€4,200 - 5,600

160†

**A FINE ART DECO 'DRAPED NUDE' GLASS MASCOT, BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,**

in blue/white opalescent satin glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting a graceful standing draped female, mounted within a stepped metal base, 22cm high overall.

£3,000 - 4,000

€4,200 - 5,600



163



164



166



165

## MOTOR RACING MEMORABILIA

### 161 THREE POST-WAR HELMETS SIGNED BY VARIOUS DRIVERS,

each white open-faced helmet, cork-lined with peak, including an Everoak and a Chas Owen 'Skulgarde' type, signed by various drivers including Tony Brooks, John Surtees, Jackie Stewart, Stirling Moss, Jack Brabham, Jacky Ickx, Emerson Fittipaldi, Jochen Mass, Jackie Oliver, Derek Bell, Damon Hill, and others.

(3)

£500 - 700

€700 - 970

### 162 TWO HELMETS SIGNED BY VARIOUS DRIVERS,

comprising a Bell full-face helmet with visor, in white, signed by John Surtees, Stirling Moss, Dan Gurney, Jean Alesi, Derek Bell, Martin Brundle, Jochen Mass, and others, and a Charles Owen open-face helmet, signed by John Surtees, Jackie Stewart and Derek Bell.

(2)

£500 - 600

€700 - 830

163  
**A SIGNED PAIR OF MICHAEL SCHUMACHER 2006 OMP GLOVES,** official gloves in red with light grey suede palms, signed in black marker to each glove, mounted within glazed frame, signed by Schumacher at the San Marino Grand Prix at Imola on 23rd April 2006, with certificate of authenticity, together with two photographs of Schumacher, one signed, mounted together, framed and glazed.

(3)

£500 - 700

€700 - 970

164<sup>o</sup>  
**PETER WARR'S 1962 ADAC EIFELRENNEN RACE WINNER'S WREATH AND SASHES,** circular wreath with gilded paper leaves, 67cm diameter, affixed with two wire-tied black, orange and yellow winner's sashes, painted with race details 'XXV.Int. ADAC Eifelrennen 1962 Nurburgring', and 'Sieger Klasse Rennwagen Formel Junior', awarded to Warr for victory in the Ford/Cosworth Lotus 20, at the Formula Junior event held at the Nurburgring on 29th April, offered together with his driver's green armband, an official race programme and original poster for the event, the poster with fold marks and some loss and tears, 85 x 59cm.

(4)

£500 - 600

€700 - 830

165  
**A MIKA HAKKINEN REPLICA HELMET,** by Rib Formula, in white with pale, light blue and dark blue banding, and Marlboro, Mobil 1 and Tencel sponsors logos, fitted with tinted visor with Kenwood visor strip, offered together with three framed photographs of Hakkinen with signatures, the largest 37 x 53cm.

(4)

£600 - 800

€830 - 1,100

### 166 PROFESSOR SID WATKINS FORMULA 1 OVERALLS BY SPARCO,

worn at many Grand Prix weekends, during his later years as President of the FIA Institute for Motor Sport Safety, former FIA Formula One Safety and Medical Delegate and head of the Formula One on-track medical team, blue with white piping, embroidered Syd Watkins (sic) DOCTOR with FIA logo to chest, DOCTOR to back, belt removed, extra equipment pockets on arms and legs, equipment loops on back of waistband, worn.

£750 - 1,000

€1,000 - 1,400



168



169



167



170

168<sup>o</sup>

#### **A MARLBORO MCLAREN MP4-6A TOP NOSE CONE PANEL FROM AYTTON SENNA'S 1991 SHOW CAR,**

the top decorated with Marlboro, Honda, Shell, Goodyear and McLaren International logos, the underside hand-written 'L/W 11 Show Car No.1 6A-0655/E-04-02' also hand-written but faintly visible are the words 'Japan Race', carbon-fibre composite, slight denting and damage, 145cm long overall, together with a McLaren MP4-6A windshield with Tag Heuer logo to front, underside inscribed 'Senna No. 39 Mk 4 new dash 1/2" FWD', moulded Perspex, stress cracks to bolt holes, 58cm long overall.

(2)

**£1,000 - 1,500**

**€1,400 - 2,100**

#### **LUGGAGE & TRAVELLING REQUISITES**

169

#### **A HOLLAND & HOLLAND SHOTGUN CARTRIDGE CASE AND TWO LEATHER HELMET BAGS**

heavy gauge leather with reinforced brass corners, the lid opening to four internal sections, each with leather tab for lifting out the cartridges, the case 32.5cm wide, one dark leather bag embossed 'Historic Grand Prix Cars Association', the other light tan embossed 'Rayo d'Action'.

(3)

**£500 - 700**

**€700 - 970**

167

#### **A REPLICA OF STIRLING MOSS'S 'EVEROAK' RACEMASTER HELMET,**

modern construction, hand-made by the original maker of Moss's Everoak helmets to the same standard and using the same materials where available, fitted with a period white vinyl peak, offered for sale with a modern Everoak box and a certificate of authenticity depicting Stirling Moss at the helmet signing from 'The Signature Store'.

**£1,000 - 1,500**

**€1,400 - 2,100**

Stirling Moss's Everoak helmet was hand-made by Everitt Vero, of Everitt W. Vero & Co. Ltd, Hat, Cap and Helmet Manufacturers.



170

**AN INNOPHONE PORTABLE  
GRAMOPHONE AND A PICNIC SET,**

the gramophone in working order, with tan leather outer cover, detachable winding handle, supply of needles and two records, the case 34cm wide, the four person Brexton picnic set, fitted with leather-clad outer cover, opening to fitted interior with Bandalasta, wicker covered glass and ceramic accessories, cutlery housed in the lid, some accessories missing, the case 52cm wide.

(2)

£600 - 800

€830 - 1,100



171



172

171<sup>Y Φ</sup>

**A GENTLEMAN'S OVERNIGHT CASE,  
1940S,**

pigskin case with chromed lock/catches with key, lettered RJS to lid, opening to interior housing lift out vanity case with key, fitted with silver topped bottles, Hallmarked TP London 1946, ivory backed brushes, cuff-links & studs box, nail file, scissors, mirror and silver comb guard (lacking comb), the larger case 53cm wide with canvas cover, travel worn.

£500 - 700

€700 - 970



173

172<sup>†</sup>

**A LEATHER-CASED GENTLEMAN'S  
VANITY SET BY S T DUPONT OF PARIS,  
CIRCA 1920,**

dark brown leather case with handle, locks and catches, the lid opening to reveal red-lather lined interior fitted with three black lacquered after-shave and cologne bottles, two cream jars, shoe and clothes brushes, and two lidded jewellery compartments, with shoehorn and accoutrements housed in the spine, many pieces with inset 'LP' monogram, complete with two keys, the case 33cm wide.

£900 - 1,200

€1,300 - 1,700



174

173<sup>Y Φ</sup>

**A LEATHER-CASED VANITY SET BY  
CARTIER OF PARIS, CIRCA 1940,**

brown leather case with handle, brass locks and catches, the lid opening to light brown watered silk lined interior fitted with eight assorted glass jars and bottles with silver caps bearing poincon silver marks, silver-handled clothes and shoe brushes, two leather jewellery boxes and another box containing comb, shoehorn and other accoutrements including two pieces of ivory construction, the inside of lid housing leather covered mirror, the case measuring 50cm wide, complete with brown canvas cover and offered with two keys.

£1,000 - 1,500

€1,400 - 2,100

174<sup>† Y Φ ◊</sup>

**A LEATHER-CASED TRAVELLING  
SECRETAIRE BY GASTRELL & CO OF  
SOUTH KENSINGTON, CIRCA 1902,**

maroon textured leather case with wooden base, nickelled handles to each end, with lid and fall-front opening to reveal interior with various compartments for writing implements and other stationery including a letter rack, and with assorted drawers with nickelled handles, some with ivory plaques, the fall-front incorporating leather-framed writing and blotter panels and calendar window fitted with full set of 12 cards for 1902, with maker's ivory plaque to inside of lid, some loss to leather in places and some darkening and cracking to leather at each end of case, measuring 63cm wide overall.

£500 - 700

€700 - 970

Please note that this lot contains ivory and is subject to CITES regulations.  
The United States Government has banned the import of ivory into the USA.



175

175<sup>◊</sup>

**A LOUIS VUITTON LEATHER SUITCASE,  
CIRCA 1960,**

LV monogram pattern case with leather handle, brass lock and catches, with brown trim reinforced edging and corners, opening to beige interior with canvas straps with buckles, the lock with number 138915, travel worn, the case measuring 50cm x 70cm x 18cm.

£700 - 900

€970 - 1,300

Please Note: This lot contains ivory. The United States Government has banned the import of ivory into the USA.

177



182

184

183

180



181

179



185

176

177<sup>◇</sup>

**A LARGE LEATHER GLADSTONE-TYPE BAG BY MOYNAT OF PARIS, CIRCA 1910,** textured brown leather with brass lock, catch and leather-covered patented brass handles, and with leather straps with buckles, opening to beige canvas interior with separator panel with documents pouch, the case measuring 72cm wide.

£800 - 1,200  
€1,100 - 1,700

178<sup>†</sup>

**A VETERAN Cased SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES,**

brown pigskin case with handle to lid, nickelled locks and catches, opening to compartmentalised interior fitted with full set of 37 folded linen-backed maps, a leather-bound contour map book for England by Gall & Inglis, and a Bacon's 'Cycling & Motoring' folded map, with measuring wheel housed in the lid, complete with two keys, the case, 40cm wide.

£800 - 1,000  
€1,100 - 1,400

179<sup>◇</sup>

**A CANVAS SUIT-CASE BY HERMES OF PARIS, CIRCA 1930,**

beige canvas with honey leather handle and reinforced corners, brass lock and catches, opening to burgundy cloth-lined interior with two leather straps, the case applied with travel labels and measuring 59cm wide.

£1,000 - 1,500  
€1,400 - 2,100

180<sup>◇</sup>

**A LOUIS VUITTON SUITCASE, POST-WAR,** LV monogram case with branded leather handle, brass lock, catches and corners, opening to beige leatherette interior with correct canvas straps and branded buckles, the inside of lid bearing label numbered 901868, the case 60cm wide, complete with key.

£1,000 - 1,500  
€1,400 - 2,100

181<sup>◇</sup>

**A LARGE LOUIS VUITTON SUITCASE, POST-WAR,**

LV monogram case with branded leather handle, brass lock, catches and corners, opening to beige leatherette interior with correct canvas straps and branded buckles, the inside of lid bearing label numbered 901300, the case 70cm wide.

£1,000 - 1,500  
€1,400 - 2,100

182<sup>◇</sup>

**A LEATHER GLADSTONE-TYPE BAG BY LOUIS VUITTON, CIRCA 1910,**

brown pigskin case with handle, brass lock and catch, opening to dark brown leather interior with two interior pockets, the case measuring 40cm wide.

£1,200 - 1,400  
€1,700 - 1,900

183<sup>◇</sup>

**A LOUIS VUITTON SUITCASE, CIRCA 1930,**

LV monogram case with leather handle, brass lock, catches and corners, leather reinforced edging, applied with various travel labels and with painted green and yellow stripe, the interior with replaced canvas lining and tray with original beige canvas straps with Louis Vuitton branded buckles, 61cm wide overall.

£1,200 - 1,400  
€1,700 - 1,900

176<sup>◇</sup>

**A LOUIS VUITTON SUITCASE, CIRCA 1930,** monogram pattern case, with leather handle and reinforced edging, brass lock and catches, the lid opening to beige cloth-lined interior with replacement lift-out tray, the inside of the lid bearing label numbered 765122, complete with key, the case 76cm wide.

£700 - 900  
€970 - 1,300



178

184

**A SMALL LOUIS VUITTON SUITCASE, CIRCA 1960, RETAILED BY CROUCH & FITZGERALD OF NEW YORK,**

LV monogram case with tan leather handle, brass lock, catches and corners, leather reinforced edging, opening to yellow cloth-lined interior, the inside of lid applied with worn label for Louis Vuitton and Crouch & Fitzgerald, the case 46cm wide overall.

£1,200 - 1,400

€1,700 - 1,900



186

185<sup>o</sup>

**A LEATHER PORTMANTEAU BY HERMES OF PARIS, POST-WAR,**

black leather case with handle, brass locks and catches, the front of lid with embossed initials 'M.D', opening to beige cloth-lined interior, with straps in zipped upper section and lower section with separator board, the case 65cm wide, complete with black canvas cover.

(2)

£2,000 - 2,500

€2,800 - 3,500

186<sup>oo</sup>

**A LARGE TRAVELLING TRUNK BY MOYNAT OF PARIS, CIRCA 1920,**

mustard coloured leather-cloth case, with brown leather handles to front and each end, brass locks and catch, metal reinforced edging and brass riveted wooden battens to lid, opening to reveal beige cloth-lined interior with maker's label to inside edge of lid, complete with lift-out tray with correct canvas straps and buckles, the case measuring 110 x 56 x 32cm and applied with travel labels.

£1,500 - 2,000

€2,100 - 2,800

187<sup>†</sup>

**A BELL-SHAPED COCKTAIL SHAKER BY FINNIGANS OF MANCHESTER, 1937,**

white metal with silvered finish, in the form of a hand bell, the lower section stamped under base 'Finnigans Ltd Manchester 3447 Prov. Patent No. 12739/37 Regd No.820231', the handle forming the neck and the cap, with cork, revealing strainer, 28cm high.

£500 - 700

€700 - 970

188<sup>†</sup>

**TEN ASSORTED COCKTAIL SHAKERS,**

post-War, majority glass and marked with cocktail recipes, with caps and strainers, including one cased with stainless steel shaker and three hip-flasks.

(10)

£500 - 600

€700 - 830



188

189<sup>†</sup>

**THREE DRINKING FLASKS BY JAMES DIXON & SONS, IN LEATHER CASE,**

glass drinks bottles, with leather covered upper and integral electro-plated cup with maker's marks under base, each 18cm high, together with six cut-glass tumblers, all contained in a later grey leather case with handles, the case 30cm wide.

£500 - 600

€700 - 830

190<sup>†</sup>

**A 'MASTER INCOLOR' COCKTAIL SHAKER, BY RAPHAEL & LAWSON CLARKE, BRITISH, 1930S,**

retailed by Wilson & Gill of Regent St., patented 1934, in cream urea-formaldehyde, 1 quart capacity with strainer, with 1 gill chromed integral measuring cap and with 'non-spill' spout, the collar rotating to reveal recipes for 8 different cocktails, the whole measuring 28cm high overall.

£700 - 900

€970 - 1,300



189

191<sup>†</sup>

**A 'MASTER INCOLOR' COCKTAIL SHAKER, BY RAPHAEL & LAWSON CLARKE, BRITISH, 1930S,**

retailed by Wilson & Gill of Regent St., patented 1934, in two-tone cream and black urea-formaldehyde, 1 quart capacity with strainer, with 1 gill chromed integral measuring cap and with 'non-spill' spout, the collar rotating to reveal recipes for 8 different cocktails, the whole measuring 28cm high overall.

£800 - 1,000

€1,100 - 1,400





192



187



191

190

193

195



196

192†

**A COCKTAIL SHAKER FOR FOUR PERSONS, 1920S,**

nickel plated flask with squeezer and hidden drinks compartment under base, fitted with set of three glass drinks bottles, with set of four stacked nickel plated gilt-lined cups contained under the lid with cap and strainer, the whole measuring 28cm high overall.

£900 - 1,200

€1,300 - 1,700



194

193†

**A 'MASTER INCOLOR' COCKTAIL SHAKER, BY RAPHAEL & LAWSON CLARKE, BRITISH, 1930S,**

retailed by Wilson & Gill of Regent St., patented 1934, in blue urea-formaldehyde, 1 quart capacity with strainer, with 1 gill chromed integral measuring cap and with 'non-spill' spout, the collar rotating to reveal recipes for 8 different cocktails, the whole measuring 28cm high overall.

£1,200 - 1,500

€1,700 - 2,100

194†

**A CASED COCKTAIL/DRINKS SET FOR SIX PERSONS, 1920S,**

brown leather squared case with handle, nickelled lock and catch, the lid opening to compartmentalised interior fitted with 1 pint cocktail shaker by James Dixon & Sons containing small bitters bottle and set of six stacking cups, a large wicker-covered drinks bottle, a Thermos 'Magic Bottle' flask by Barrett & Sons, and a Thermos food tin, the whole standing 28cm high.

£1,200 - 1,500

€1,700 - 2,100

195†

**A 'MASTER INCOLOR' COCKTAIL SHAKER, BY RAPHAEL & LAWSON CLARKE, BRITISH, 1930S,**

retailed by Wilson & Gill of Regent St., patented 1934, in green urea-formaldehyde, 1 quart capacity with strainer, with 1 gill chromed integral gilt-lined measuring cap and with 'non-spill' spout, the collar rotating to reveal recipes for 8 different cocktails, the whole measuring 28cm high overall.

(2)

£1,500 - 1,800

€2,100 - 2,500

This Lot is offered for sale with a limited edition (460/950) of Simon Khachadourian: The Cocktail Shaker featuring a similar example (see page 68).



198

196†

**A LEATHER-CASED TRAVELLING DRINKS SET, 1920S,**

brown pigskin case with handle and two straps, the lid opening to tan suede interior fitted with large Gustave Keller of Paris silver double drinks flask with twin caps contained in a lift-out leather tray, revealing lower section fitted with three electro-plated food tins with lids by James Dixon & Sons, the case measuring 29cm wide.

£1,500 - 1,800

€2,100 - 2,500

197†

**A CASED COCKTAIL SET FOR SIX PERSONS BY JAMES DIXON & SONS, CIRCA 1910,**

black pigskin cylindrical case with handle to lid, opening to reveal interior fitted with central electro-plated cocktail shaker containing six stacking cups and bitters bottle, surrounded by three electro-plated Britannia Metal curved flasks with maker's markings under base, the case 20cm high.

£1,800 - 2,200

€2,500 - 3,100

198†

**A CASED COCKTAIL SET FOR FOUR PERSONS BY JAMES DIXON & SONS, CIRCA 1909,**

brown leather case with handle, brass locks and catches, opening to interior fitted with central electro-plated ¾ pint cocktail shaker, with maker's markings under base, two large and two smaller glass drinks bottles, set of four stacking electro-plated cups, and a small lidded electro-plated box, with stirring spoon housed in the lid, interior relined, complete with keys, the case 39cm wide.

£1,800 - 2,200

€2,500 - 3,100



200

199†

**A CASED COCKTAIL SET FOR SIX PERSONS BY JAMES DIXON & SONS, CIRCA 1910,**

tan pigskin cylindrical case with handle to lid, opening to reveal interior fitted with central electro-plated cocktail shaker containing six stacking cups, surrounded by three electro-plated Britannia Metal curved flasks with maker's markings under base, the case 20cm high.

£1,900 - 2,200

€2,600 - 3,100



197

200†◊

**A VETERAN WICKER-CASED PICNIC SET FOR FOUR PERSONS, BY J C VICKERY,**

wicker case with brass handle and leather straps, the lid opening to interior with wicker framework, fitted with large wicker-covered glass drinks bottle, Thermos flask, two Coracle Brand ceramic-based food boxes, set of four stacking glass tumblers in wicker cases, ceramic butter jar and two condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 49cm wide.

£500 - 800

€700 - 1,100



199





203



204



201

201<sup>†</sup>

**A CASED TEA-SET FOR TWO PERSONS, CIRCA 1905,**

believed by J C Vickery, compact brown leather case with nickelled lock and catch and leather handle to lid, with fall-front opening to grey leather-cloth lined interior fitted with wicker-handled kettle with burner, glass milk bottle, food tin, fitted with spoons, two bone china cups with saucers and a Vesta case, complete with key, the case 27cm wide.

£700 - 900  
€970 - 1,300

202<sup>† Y Φ</sup>

**A WOODEN CASED TRAVELLING TEA SET FOR TWO PERSONS BY MAPPIN & WEBB, CIRCA 1905,**

oak case with brass handle, with door opening to reveal blue-cloth-lined two-tiered interior, fitted with solid nickel wicker-handled kettle containing burner with stand, and with oil-flask, and wicker-handled teapot containing sugar bowl and milk jug, with ivory maker's plaque to lower edge of case, the whole measuring 24cm high overall.

£1,000 - 1,500  
€1,400 - 2,100



202

Please note that this lot contains ivory and is subject to CITES regulations.  
The United States Government has banned the import of ivory into the USA.

203<sup>† ◊</sup>

**AN EDWARDIAN WICKER-CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS,**

the case with wicker handles and nickelled hinged lock, the lid opening to wooden interior fitted with kettle with ornate burner, two wicker-covered glass bottles, two smaller glass bottles, two food tins, four bone china tea cups, stacking nickelled cups, and ceramic butter jar in nickel container, with enamel plates and cutlery housed behind leather straps in the lid, the case 55cm wide.

£1,200 - 1,600  
€1,700 - 2,200

204<sup>† ◊</sup>

**A CASED VETERAN TEA SET FOR FOUR PERSONS, CIRCA 1909,**

believed by J C Vickery, honey leather case with leather carrying strap, nickelled lock and catch, with lid and fall-front opening to blue leather-cloth lined compartmentalised interior fitted with wicker-handled kettle with burner, two drinks bottles, set of four gilt-handled fluted bone china cups and saucers, two nickelled butter and preserves containers, oil container and two food tins, with cutlery and sugar tongs contained in the fall-front, the case measuring 38cm wide.

£1,500 - 1,800  
€2,100 - 2,500



205<sup>†</sup> ◊

**A CASED PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, CIRCA 1904,**

black leather-cloth case with brass handles, lock and catches, the lid opening to green leather-cloth interior with wicker framework fitted with large wicker-covered glass drinks bottle, a smaller wicker-covered glass bottle, a pair of nickel-plated large Thermos flasks, two Coracle Brand ceramic-based food boxes, another food tin, four ceramic cups with saucers, stacking glass tumblers in wicker cases, condiments jars, and ceramic butter jar, with rectangular enamel plates and cutlery housed behind honey leather straps in the lid, the case measuring 61cm wide.

£3,000 - 4,000

€4,200 - 5,600

205



206<sup>†</sup> ◊

**A CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,**

black leather-cloth case with nickelled handles, lock and catches, the lid opening to interior with wicker framework, fitted with three large wicker-covered glass bottles, four Coracle Brand ceramic based food boxes, six glass cups in wicker frames, and three condiments jars, the rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 65.5cm wide and embossed 'Sewell' to lid.

£4,000 - 5,000

€5,600 - 7,000

206





207<sup>†</sup> ♦

**A FINE CASED RUNNING BOARD MOUNTING PICNIC SET FOR FOUR PERSONS BY FINNIGANS, CIRCA 1909,**

black leather-cloth case with wooden batten edging under base, leather handle and brass and nickelled clips to each end for running board mounting, nickelled brass lock and catches, the lid with tread and nickelled surround, opening to wicker framework interior fitted with two large wicker-covered glass drinks bottles, two Coracle Brand ceramic based food boxes, four glasses in wicker cases, ceramic butter jar, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case bearing maker's plaque to each end, measuring 62cm wide overall.

**£5,000 - 6,000**

**€7,000 - 8,300**



207

208<sup>†</sup> ♦

**A FINE WOODEN AND WICKER-CASED PICNIC SET FOR FOUR PERSONS, BY ASPREY OF LONDON, 1905,**

wicker case with wooden frame, with brass surround to lid, brass handles, lock and catches, the lid opening to reveal red leather-cloth lined interior with wicker compartmentalised interior, fitted with Drew & Sons wicker-handled kettle and burner, large and small wicker-covered drinks and milk bottles, ceramic lined food tin, white enamelled wicker-handled cups with enamel saucers, ceramic butter and preserves jars and four stacked beakers, with rectangular enamel plates, cutlery and Vesta case housed behind leather straps in the lid, the central strap bearing Asprey patent number '29305', the case measuring 56cm wide.

**£6,000 - 8,000**

**€8,300 - 11,000**



208





209† Y Φ ◊

**AN EXCEPTIONAL CASED PICNIC SET  
WITH SILVER ACCESSORIES FOR FOUR  
PERSONS, BY S T DUPONT OF PARIS,  
CIRCA 1900,**

black leather-cloth case with replacement leather handle to lid, nickelled brass lock and catches, the lid and fall-front opening to reveal two-tiered tan suede lined interior fitted with fine silver wicker-handled teapot containing milk jug, saucepan containing burner, stand and handle, oil flask, a food box bearing Dupont markings to base and lid, a smaller food box, two glass bottles, set of four ceramic cups with silver frames with handles the lower cups housing tea caddy and biscuit tin, four saucers, and four ivory-handled folding knives contained in small pouches, the edge of fall front bearing maker's mark, the case measuring 50cm wide and raised on two feet.

**£10,000 - 15,000**

**€14,000 - 21,000**

Please note that this lot contains ivory and is subject to CITES regulations.  
The United States Government has banned the import of ivory into the USA.



209 (detail)



209 (detail)





210 (detail)



210 (detail)

210† ∞

**A LARGE AND IMPRESSIVE SPECIALLY COMMISSIONED RUNNING BOARD MOUNTING PICNIC SET FOR EIGHT PERSONS, BY FINNIGANS OF NEW BOND ST, 1909,**

black leather-cloth case, with nickelled handles, locks, catches, and buckles for mounting to running board, the lid with tread and nickelled surround and with maker's plaques to each end, opening to reveal wicker framework interior, fitted with a pair of large Autotherm flasks, a pair of smaller leather-covered Autotherm flasks, two large and one smaller Coracle Brand ceramic based food boxes, two smaller food tins, twelve gilt-edged white enamel cups in two stacks, three condiments jars and salt and pepper jars, with eight rectangular gilt-edged enamel plates and cutlery housed behind leather straps in the lid, the case measuring 113 x 30 x 20cm overall.

**£20,000 - 25,000**

**€28,000 - 35,000**

## MISCELLANEOUS & FINE AUTOMOBILIA

211

**FOUR STIRLING MOSS SIGNED ITEMS,** comprising a 1:18 scale model of the 1955 Mille Miglia Mercedes-Benz 300 SLR Streamliner by CMC models, signed to the bonnet by Moss, 24cm long, in glazed display case and with original box, two signed monochrome photographs, both mounted, framed and glazed, and a 1955 issue of Motorsport, signed by Moss to front cover.

(5)

£500 - 600

€700 - 830

212

**TWO AEROPLANE MODELS,** comprising a travel agents all metal model of a BOAC de Havilland Comet by Westway models, 48cm wingspan, on a replacement base, together with a model of a Boeing 314a Pan American Airways Dixie Clipper flying boat, wingspan 80.5cm, (lacking base, 2 propeller blades detached or missing).

(2)

£500 - 600

€700 - 830

213†

**A TAPESTRY COMMEMORATING CHARLES LINDBERGH'S 1927 'SPIRIT OF ST LOUIS' FIRST SOLO TRANSATLANTIC FLIGHT,**

French, finely woven with tasselled fringe, depicting central portrait of Charles Lindbergh, flanked by two cityscape scenes of New York and Paris and featuring the 'Spirit of St Louis' single engine single-seat monoplane as flown by Lindbergh from New York to Paris on 20th-21st May 1927, measuring 49 x 137cm.

£500 - 600

€700 - 830

214†

**A ROYAL DOULTON 'SERIES WARE' MOTORING THEMED CERAMIC JUG BY GEORGE HOLDCROFT, CIRCA 1906,**

hand-coloured transfer-printed design featuring an early motoring scene, the jug with single handle, 17cm high, hand numbered 'D 1406' under base.

£500 - 700

€700 - 970



213



215

215

**AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES,**

brown pigskin case with brass locks and catches and leather handle to lid, monogrammed 'L.' with coronet, opening to reveal compartmentalised interior fitted with near complete set of linen-backed folded road maps (number 25 of 37 missing, lacking contour map book for England), with measuring wheel, the case 41cm wide, complete with two keys.

£500 - 700

€700 - 970

The initial L with the coronet stands for Lord Ludlow, Henry Ludlow Lopes, 2nd Baron Ludlow (1865 - 1922), British barrister and politician, in 1919 he married Julius Wernher's widow Alice (see lot 222), for both a second marriage. Sadly both marriages were childless, so when Lord Ludlow died in November 1922, aged 57, the barony became extinct.



222



214





216



218



220



221

216

**A STOPWATCH FORMERLY THE PROPERTY OF FRED SQUIBB OF BENTLEY MOTORS LTD TEST SHOP,** by S. Smith & Sons (MA) Ltd. London, Swiss movement, with white enamel dial, outer chapter ring in 1/5 second, numbered 0-60, subsidiary dial in 30 minutes, crown wheel controls start, stop and return of hands, white metal casing engraved 'Bentley Motors Ltd' on the rear cover, bezel 4cm diameter.  
**£500 - 600**  
**€700 - 830**

217

**A QUANTITY OF F1 AUTOGRAPHS COLLECTED AT THE CHARITY CRICKET MATCH BETWEEN THE GRAND PRIX DRIVERS XI V LORD BRABOURNE'S XI, 28 AUGUST 1966,** comprising a child's cricket bat with 32 signatures including Stirling Moss, Graham Hill, Colin Chapman, Jim Clark, Jackie Stewart, and others, together with a programme/scorecard for the event with 5 autographs, and a Les Leston Doghouse Owner's Club plate.  
(3)  
**£500 - 700**  
**€700 - 970**

218

**'BANG ON', A BESPOKE SPITFIRE DOOR KNOCKER BY GREGORY PERCIVAL,** Artists Proof AP003 of 6, from an open edition, in the form of the British World War II fighter plane, each piece signed and numbered, two piece bronze, hand finished, weight approximately 1.1kg, the Spitfire with 17cm wingspan.  
**£500 - 700**  
**€700 - 970**

'Bang On' is the final piece in Gregory Percival's 'Spitfire Tribute' trilogy.

219†

**FOUR MINIATURE RADIATOR DESKPIECES BY CLASSIC STABLE LTD, 2004,** plated alloy bases and separate miniature radiators, comprising 1929 Mercedes-Benz SSK, 1932 MG J2 Midget, 1935 Rolls-Royce Phantom III and 1939 Jaguar SS100, the largest approximately 8cm high, each with original boxes and pamphlets.  
(12)  
**£500 - 600**  
**€700 - 830**

220°

**A CASED REPLICA 'STIRLING MOSS' STEERING WHEEL SIGNED BY THE DRIVER,** the wooden rimmed wheel, 35cm diameter, signed on the right spoke, display mounted in a wooden case, with initials SM on the front, opening with 'My Wheel of Choice' Stirling Moss engraved plaque to inside of lid, the cased box 46 x 46 x 6.5cm, with and a certificate of authenticity from 'The Signature Store'.  
**£550 - 750**  
**€770 - 1,000**

Stirling Moss:- "I always preferred a three-spoke wheel, I found that it was more comfortable for my hands and allowed me to clearly see the dashboard. I asked Alf (Francis) or my team mechanic to make three spoke wheels for all my racing cars, I kept some of them and have them to this day."

"Ultimately a three-spoke wheel saved my life - when I crashed at Goodwood my head hit the wheel and it took the impact - if it had been a four-spoke it would have pierced my helmet and I wouldn't be here to tell the tale."





223

221

**ALBERT DENLY'S RACE GOGGLES AND TWO ARMBANDS FOR 1933,**

comprising a pair of 1930s Triple Model FWT race goggles, with fur lining, tinted lenses and elastic strap, in original case, as used by Denly, his 1933 BRDC British Empire Trophy 'Pit Staff' orange armband, his 1933 RAC Mannin Beg Race 'Spare Driver' blue armband, a 1932 MG Car Company luncheon invitation to Denly, a 1931 2-page George Eyston signed letter on headed paper from Eyston to Denly regarding his attendance at later events, two race photographs, of the 1933 Mannin Beg event featuring Eyston in the MG, one framed and glazed, and two photographs of the 1934 Mannin Beg event, also featuring Eyston in the MG.

(10)

£600 - 800

€830 - 1,100

Albert Denly was George Eyston's mechanic and co-driver at various 1930s events including the 1933 Mannin Beg race.

222

**AN EDWARDIAN PAIR OF CASED SETS OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES AND SCOTLAND,**

brown crocodile skin cases each with brass locks and catches, initialled JW to lid, opening to opening to reveal compartmentalised interior fitted with complete set of linen-backed folded road maps, 37 for England & Wales and 29 for Scotland, (each case missing the contour map book), with measuring wheels and keys, the larger case 41cm wide, complete with two keys. (2)

£800 - 1,200

€1,100 - 1,700

The JW initials stand for Julius Wernher (1850-1912). A pillar of the British establishment who made his fortune in the diamond and gold mines of South Africa. In 1903 Werner bought Luton Hoo in Bedfordshire. In 1905 he was created a baronet. At the time of his death he was one of the richest men in the country with a fortune estimated at over £12 million.



225



223

223

**A STIRLING MOSS 250 SWB CHRONOGRAPH BY PETER RATCLIFFE / LEGENDS IN TIME,**

limited edition number 26/250, to commemorate Stirling Moss winning the 1961 RAC Tourist Trophy at Goodwood on 19th August 1961, signed by Moss on the dial, Valjoux 7750 ETA automatic chronograph, 25 jewel movement, quick change calendar function, water resistant 5 atm, complete with signed and numbered presentation box, outer box (one corner split) housing drawer with replacement watch straps, watch tool, leather watch bag embossed with Stirling Moss facsimile signature, instruction booklet and guarantee card.

£900 - 1,200

€1,300 - 1,700

224† ♦

**A 'MOTORCYCLE WITH SIDECAR' CERAMIC FIGURINE GROUP BY LLADRO, 1982-1985,**

Spanish, limited edition, ceramic with coloured glazed finish, depicting a gentleman rider in motoring attire, and his female passenger on a day out on their vintage motorcycle combination, 43cm long, with a wooden display base.

(2)

£900 - 1,200

€1,300 - 1,700

225

**A COLLECTION OF RALLY PLATES,** comprising three Monte Carlo plates, 1955 number 108, 1959 number 73, 1960 number 258, one Liege Rome Liege plate number 54 (un-dated), one Liege Sofia Liege plate number 15 (un-dated), three RAC British International Rally plates, (2 x 91 and 1 x 97 un-dated) and a Tulpen Rallye plate, number 205, (un-dated). (9)

£1,000 - 1,500

€1,400 - 2,100

Car number 108 in the 1955 Monte Carlo Rally was a Jaguar driven by Cyril Pilgrim and George Walker. The pairing of John Huntridge and Kenneth W. Barrow drove as number 73 in 1959 they were in a 2.6 litre Austin and again as number 258 in 1960 when they were in an 848cc Austin (probably a Mini).



224



227



229



226†

**A SELF-PORTRAIT PLASTER MAQUETTE OF CHARLES SYKES, 1931,**

depicting the artist and creator of the famed Rolls-Royce 'Whisper' and 'Spirit of Ecstasy' mascots in standing pose, signed and inscribed under the base 'To Alba From the Old Sunset Charles Sykes 20.10.31', measuring 23.5cm high.

£1,900 - 2,200

€2,600 - 3,100

227† ∞

**A LARGE CERAMIC 'VETERAN CAR' FIGURINE GROUP, BY LLADRO, 1981,** Spanish, of a limited edition produced between 1978-1987, numbered 385 of 1,500, titled 'Las Ocas del Automovil', ceramic with coloured glazed finish, depicting a Veteran car with chauffeur and well-dressed lady passenger surrounded by a flock of angry geese, sculpted by Salvador Debon, complete with wooden display base and certificate, measuring 60cm long.

(3)

£1,900 - 2,200

€2,600 - 3,100



228



226

228

**AN RAF SECTOR CLOCK, 1941,**

the painted dial (restored) with Arabic numerals, black painted brass bezel and correct F W Elliott single chain fusee movement number 15459, dated 1941, 45cm diameter overall, complete with brass pendulum (detached) and winding key.

£2,800 - 3,500

€3,900 - 4,900

229†

**A RARE PAIR OF BOOKENDS MOUNTED WITH STERLING SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOTS BY SAUNDERS & SHEPHERD, PRESENTED CHRISTMAS 1937,**

grey marble bookends in the form of fluted column segments on stepped bases, each further mounted with miniature Spirit of Ecstasy figures hallmarked London, each with silver plaques to step with engraved initials 'A.T.R.', of a limited number presented as Christmas gifts in 1937 to Managing Directors of principal Rolls-Royce distributors, measuring 12cm high overall, some loss to corners of marble columns.

(2)

£4,000 - 5,000

€5,600 - 7,000





230



230 (reverse)

230  
**GIRARD-PERREGAUX. A FINE AND RARE STAINLESS STEEL LIMITED EDITION FLYBACK CHRONOGRAPH WRISTWATCH FERRARI F40, REF: 80190, CASE NO. 45/500, CIRCA 2004,**  
 52-jewel, Cal. GP033C0, automatic movement, monometallic balance, 45 hour power reserve, shock protection, self compensating balance, flyback chronograph, carbon fibre dial with luminous bar index, chronograph register, 24 hour indication and sub second in red and black sub dial, Ferrari F40 logo at 12 o'clock, luminous baton hands, yellow chronograph hand, white with red arrow chronograph minute register hand, polished stainless steel case, sapphire crystal, engraved case back secured by 6 screws, together with original fitted Girard-Perregaux black rubber strap and stainless steel folding buckle, case, dial and movement signed 44mm.  
**£6,000 - 9,000**  
**€8,300 - 13,000**

This particular model is the last in the series of Ferrari watches produced by Girard-Perregaux



231



230

231  
**GIRARD-PERREGAUX. A RARE LIMITED EDITION STAINLESS STEEL AUTOMATIC CALENDAR CHRONOGRAPH BRACELET WRISTWATCH 'FERRARI 275 GTB' EDITION NO. 186/275, REFERENCE 27650, CIRCA 2004,**  
 automatic movement, black dial with Arabic numerals, 1/5th second divisions with luminous dot five minute markers, luminous pointed baton and centre chronograph hand, subsidiary dials at 3, 6 and 9 for running seconds, 30 minute and 12 hour recording, date aperture between 4 and 5, tonneau shaped case with engraved back secured by 7 screws, crown flanked by twin buttons, fitted hand stitched bracelet with signed Girard-Perregaux double folding clasp, case, dial and movement signed 38mm.  
**£8,000 - 12,000**  
**€11,000 - 17,000**



231 (reverse)



232

232  
**ERIC THOMPSON'S DRIVERS' WRISTWATCH AND PRESENTATION GRAND PRIX DRIVERS' WATCH,**  
 the drivers watch by Longines Conquest, 1970s, with silvered dial, subsidiary dial and black leather strap, the Grand Prix Drivers' limited edition CIAPGPF1 50 Years commemorative watch by Elysee of Germany, numbered 008/140, with silvered dial bearing Club logo and inscribed 'Eric Thompson', with black leather strap and in fitted case, presented to Thompson by the Club Internationale des Anciens Pilotes de Grand Prix F1 in 2012, together with two St Christopher dashboard plaques, one enamelled.  
 (4)  
**£500 - 700**  
**€700 - 970**





234



235 (detail)



235



233

233†

**A STERLING SILVER ROLLS-ROYCE CIGAR BOX, PRESENTED CHRISTMAS 1929,**

hallmarked London by Saunders and Shepherd Ltd, the hinged lid acid etched with Spirit of Ecstasy profile and her shadow, the front edge of lid engraved with initials 'L.T.L.', with boxwood lined interior, 17cm wide, one of a limited number presented as Christmas gifts in 1929 to Managing Directors of principal Rolls-Royce distributors.

£900 - 1,100

€1,300 - 1,500

234

**A FINE CAST BRONZE MODEL OF THE 1954-55 GRAND PRIX MERCEDES-BENZ SILVER ARROW, PRODUCED BY THE HANS MAYER FOUNDRY OF MUNICH AND PRESENTED TO HEINRICH C. WAGNER,**

polished solid cast bronze, one of a strictly limited number of only 50 examples commissioned by Daimler-Benz AG of Stuttgart and Streamliner engineer Ludwig Kraus, produced in 1956-57 and presented to Formula 1 VIPs and dignitaries including Heinrich C Wagner (former CEO of Mercedes-Benz 1952-53), with two examples also presented to Mercedes-Benz Works drivers Juan Manuel Fangio and Karl Kling, depicting the car in Streamliner guise as driven by Fangio and Kling at Grand Prix races 1954-55 including a 1-2 finish at the 1954 French Grand Prix at Reims, the model measuring 26cm long, fixed to a white marble base bearing plaque and mounted on a wooden display base with glazed display case, together with ephemera relating to the model.

(2)

£3,000 - 4,000

€4,200 - 5,600

235†

**A FINE AND RARE 'PILOTE DE COURSE' BRONZE MASCOT MOUNTED AS A DESK PIECE, BY FRANCOIS PIMIENTA, FRENCH, CIRCA 1920,**

cire perdue cast bronze bust of a race driver in leather helmet with scarf flowing behind him, signed to outer edge of scarf and bearing Valsuani foundry stamp to inside, 11cm long, mounted on a turned wooden base.

£8,000 - 9,000

€11,000 - 13,000

236

**AN ASPREY SILVER CIGARETTE BOX  
PRESENTED TO CAPT. MALCOLM  
CAMPBELL BY THE HON. BRIAN E LEWIS  
FOR WORLDS RECORDS AT PENDINE,  
JAN 4TH 1927,**

hallmarked London 1926, the lid engraved with signatures of Bluebird support crew L Villa, C E Coe, G Miller and Chas A Miller and Brian E Lewis and "Mile 174.224 Kilo 174.883", 19 x 9.5 x 6.5cm, wood lined with adjustable partitions, together with a framed image of the car and a pasted sheet of text.

(3)

£800 - 1,200

€1,100 - 1,700



236

237

**A SOLID SILVER PRESENTATION SCROLL  
COMMEMORATING DONALD CAMPBELL'S  
1955 WATER SPEED RECORD ON  
ULLSWATER,**

hallmarked Birmingham 1955 by James Fenton & Co, the scroll engraved with presentation details 'To Donald Campbell our Skipper, whose courage and determination throughout many trials and tribulations has been a source of encouragement and inspiration to us all 1949-1955' with a list of the team, with two pendant medals of Courage and Determination at the bottom, 37cm high overall, mounted on a wooden display board to be wall mounted, 51 x 41cm overall.

£10,000 - 12,000

€14,000 - 17,000

On 23 July 1955 on Ullswater in the Lake District, Donald Campbell piloted his 'K7' Bluebird boat to a new World Water Speed Record of 202.32mph, (325.60 km/h), his first such record of many on water and land. In July 1964, driving Bluebird 'CN7' Donald Campbell broke the World Land Speed Record with a speed of 403.10 mph (648.73 km/h) and he completed the double of holding both Land and Water World Speed Records at the same time on Lake Dumbleyung near Perth, Western Australia, on the very last day of 1964, at a speed of 276.33 mph (444.71 km/h). He had become the first, and so far only, person to set both land and water speed records in the same year. The 60th Anniversary of his first record will be marked this year.



237





244

244A

245

243

**1 YH**

238

**SS 55**

239

239

**VEHICLE REGISTRATION NUMBER SS 55**, held on DVLA V778 Retention Document, with expiry date of 13.01.2016.

**£45,000 - 55,000**

**€63,000 - 76,000**

## MODELS, TOYS & CHILDREN'S CARS

240

**A FINE 1:15 SCALE ENGINEERED MODEL OF A 1911 RUSSO BALTIQUE ENGINE BY GERALD WINGROVE,**

limited number 7/7 constructed by the master model-maker, in display case, with wooden travelling padded box with sliding lid.

**£500 - 700**

**€700 - 970**

241

**THREE CAST ALLOY MASERATI MODELS**, modern, comprising a 4cl marked '4.12.1 97' to underside, a 250F marked '04.21.01 3.00' to underside and a sports car marked '02/23/10 6.00' to underside, each with rolling wheels, the largest 40cm long.

(3)

**£500 - 700**

**€700 - 970**

242<sup>00</sup>

**A FLYING SCALE MODEL OF A HIGH WING MONOPLANE,**

Auster-type, finished blue registered G-JAWD, with pilot figure, OSmax RF 61 engine (inoperative) and 3 servos, 216cm wingspan, 145cm long.

**£600 - 800**

**€830 - 1,100**

243

**A SCRATCHBUILT CLOCKWORK MODEL OF A 1902 NAPIER BY V W BAILEY,**

limited edition number 3 of 10, complete working steering, clockwork driven, model figures of Selwyn Francis Edge and riding mechanic, 28cm long, complete with key, in wooden transport box and sales brochure.

**£600 - 800**

**€830 - 1,100**



241



240



242

## VEHICLE REGISTRATION NUMBERS

Before bidding on lots 238 & 239 interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding, to supply Bonhams Automobilia Department with 'Nominee' details so the form can be changed to show their name, and most importantly to ensure that the registration number is assigned to an age appropriate vehicle before the expiry date on the certificate or 1 year after the date of the auction whichever date is earlier.

238

**VEHICLE REGISTRATION NUMBER 1 YH**, currently held on V778 Retention Document number 8670256, this certificate has recently been applied for and expires on 19 March 2025, but for the purposes of this auction this registration number must be assigned to vehicle by the buyer within 1 year of the date of purchase.

**£30,000 - 40,000**

**€42,000 - 56,000**





247



248

244

**A SCRATCHBUILT CLOCKWORK MODEL OF 1906 LOCOMOBILE 'OLD NO 16' BY V W BAILEY,**

limited edition number 5 of 5, complete working steering, clockwork driven chain 'drive', model figures of George Robertson and riding mechanic Glen Etheridge, 38cm long, complete with key in wooden transport box.

£600 - 800

€830 - 1,100

244A

**A SCRATCHBUILT CLOCKWORK MODEL OF THE 1906 RENAULT BY V W BAILEY,**

limited edition number 2 of 8, complete working steering, clockwork driven, chain 'drive', model figures of Ferenc Szisz and riding mechanic Marteau, 33cm long, complete with key in wooden transport box.

£600 - 800

€830 - 1,100

245

**A SCRATCHBUILT CLOCKWORK MODEL OF THE 1903 MERCEDES BY V W BAILEY,**

limited edition number 9 of a limited edition of 50 models, complete working steering, clockwork driven chain 'drive', model figures of Camille Jenatzy and his riding mechanic, 382cm long, complete with key in wooden transport box and sales brochure.

£600 - 800

€830 - 1,100

246<sup>♦♦</sup>

**A FLYING 1:5 SCALE MODEL OF A SUPER CHIPMUNK APACHE 90RF,**

decorated in the distinctive striped livery of Penzoil sponsored stunt pilot Art Scholl, powered by a 180 ASP 4 stroke engine, with seven servos, retracting undercarriage, receiver (35Mhz Ch 61), takes 4 x 8v 2000 batteries, with split aerobatic elevator, 181cm wingspan, 163cm long.

£1,000 - 1,500

€1,400 - 2,100



249

247<sup>♦</sup>

**A FINELY DETAILED 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

kit-built, constructed from mainly metal parts, originally licensed by both Eon Production and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and removable roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, with working lights and accelerator operating engine sound, approximately 60cm long, together with a miniature Aston Martin black vinyl car cover, a Perspex display case and a full set of 86 weekly issues of the magazine with which the parts were issued. (Qty)

£1,000 - 1,500

€1,400 - 2,100

248<sup>♦</sup>

**A 1:8 SCALE MODEL OF A JAGUAR D-TYPE BY JAVAN SMITH,**

hand-built model of the famous Jaguar D-Type, featuring accurate turned aluminium "Dunlop" wheels and full cockpit detailing, painted in British racing green, the model is approximately 48cm long, complete with plinth and is enclosed within a Plexiglas case.

£1,200 - 1,400

€1,700 - 1,900



246

249

**AN EXCEPTIONAL 1:13 SCALE PRECISION ENGINEERED SCRATCHBUILT MODEL OF A MASERATI 250F ENGINE, BY ANTHONY DENNIS,**

superbly crafted with all the necessary plumbing, wiring and miniature carburettors, each individual component painstakingly finished in fine and exacting detail before construction for example the cam covers on the engine block are black chromium plated not painted, mounted on a custom built scale model engine stand.

£1,500 - 2,000

€2,100 - 2,800



250



252



251



253

250

**A FINE 1:15 SCALE ENGINEERED MODEL OF A 1912 MODEL 'T' FORD CHASSIS BY GERALD WINGROVE,**

the 'rolling' chassis, complete with wheels fitted with white rubber tyres and wooden dashboard complete with padded travelling case.

(2)

**£1,500 - 2,500**

**€2,100 - 3,500**

251<sup>◇</sup>

**A FINE 1:8 SCALE MODEL OF A MASERATI 250F BY JAVAN SMITH,**

a detailed 'kerbside' model of Chassis No 2528, as driven to victory in the hands of Juan Manuel Fangio in the 1957 Monaco Grand Prix, presented on a Perspex plinth and enclosed within a display case with etched "Maserati" logo, 66 x 32 x 20cm, with signed certificate of authenticity.

**£2,000 - 2,500**

**€2,800 - 3,500**

252<sup>◇◇</sup>

**A FINE 1:12 SCALE MODEL OF A 1930 BENTLEY EIGHT-LITRE, BY FULGUREX,**

factory packed for transportation, ready for wheels, wings and lights to be fitted for display, limited edition scratchbuilt model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12549, 42cm long, offered with a wood framed glazed display case with mirrored wooden base bearing maker's plaque, a certificate of authenticity dated 1972, original packing crate and new packing crate for glass case.

(Qty)

**£2,000 - 3,000**

**€2,800 - 4,200**

253<sup>◇</sup>

**A 1:8 SCALE MODEL OF A JAGUAR E-TYPE LOW DRAG COUPE BY JAVAN SMITH,**

finely detailed model of the iconic Peter Lindner E-Type Low Drag Coupe 4868WK, Chassis Number S850662, a 'Kerbside' model giving full interior detailing, mounted on a Perspex plinth and enclosed within a display case etched with the Jaguar emblem, 66 x 32 x 20cm with signed certificate of authenticity.

**£2,000 - 2,500**

**€2,800 - 3,500**

The original car has recently been the subject of a world class total rebuild by Classic Motor Cars of Bridgnorth.



255



257



259

254<sup>00</sup>

**A FINE 1:4 SCALE LIMITED EDITION LG SPONSORSHIP PROMOTIONAL MODEL OF A SINGLE SEATER RACING CAR,**

finely detailed static model, finished in black with multi-coloured pinstriping and 'LG' sponsors logo, detailed cockpit, plastic tyres and measuring 117cm long, fixed to a carbon-fibre display base, bearing plaque and Perspex display case with detachable legs, the case measuring 127 x 59 x 36cm overall, together with a fitted flight case.

(Qty)

£2,500 - 3,500

€3,500 - 4,900



254

255

**A 1:12 SCALE SCRATCHBUILT MODEL OF A MASERATI 250F BY MICHELE CONTI, ITALIAN,**

kerbside model produced in the mid 1950s by the renowned model-maker, metal construction with rolling wheels with rubber tyres, articulated steering, cockpit with celluloid windscreen and leather seat, finished in Rosso Corsa race livery and wearing number 4, signed 'Conti.M.' in yellow paint to the underside, 35cm long.

£3,000 - 4,000

€4,200 - 5,600

256<sup>0</sup>

**A FINE 1:8 SCALE LIMITED EDITION MODEL OF THE 1955 MERCEDES-BENZ W196R, BY AMALGAM MODELS,**

numbered 036 of 196 examples, finely detailed model depicting the racing single-seater as driven to victory by Stirling Moss at the 1955 British Grand Prix at Aintree, finished in silver coloured race livery, with number 12 race roundels, with removable bonnet, showing detailed engine compartment, cockpit and dashboard, wire-spoked wheels and tyres, together with a certificate of authenticity, a signed, framed colour photograph of Moss in the car at the British Grand Prix and souvenir edition of Motorsport, relating to the race.

(4)

£3,000 - 3,500

€4,200 - 4,900



256



256 (detail)



256





258



260

257

**A 1:12 SCALE SCRATCHBUILT MODEL OF A FERRARI 555 SUPER SQUALO BY MICHELE CONTI,**

kerbside model, produced in the mid-1950s by the renowned model maker, metal construction with rolling wheels with rubber tyres, articulated steering, cockpit with leather seat, finished in Rosso Corsa race livery and wearing number 8, signed 'Conti.Michele.' in yellow paint to the underside, 34cm long.

£3,000 - 4,000

€4,200 - 5,600

258<sup>00</sup>

**A FINE 1:5 SCALE LIMITED EDITION MODEL OF MICHAEL SCHUMACHER'S FERRARI F2001 GRAND PRIX CHAMPIONSHIP WINNING CAR, BY SPORTS EUROPE,**

numbered 79/200 finely detailed static model depicting the V10 engined car, with detailed cockpit, rubber tyres, finished in Rosso Corsa race livery with Marlboro, Shell, FedEx and other sponsors logos and wearing number 1, as driven to drivers and constructors championship victories by Schumacher, achieving 10 race wins for Ferrari along the way, the model measuring 91cm long, fixed to a steel base, with Perspex display case, the whole measuring 118 x 66 x 44cm overall, together with wooden packing crate for transport.

(2)

£3,000 - 4,000

€4,200 - 5,600

259

**A 1:12 SCALE SCRATCHBUILT MODEL OF A LANCIA D50 BY MICHELE CONTI,**

kerbside model, produced in the mid-1950s by the renowned model maker, metal construction, rolling wheels with rubber tyres, articulated steering, cockpit with leather seat, finished in maroon race livery and wearing number 26, signed 'Conti.M.' in beige paint to the underside, 33cm long.

£4,000 - 5,000

€5,600 - 7,000

260<sup>00</sup>

**A FINE 1:4 SCALE LIMITED EDITION PROMOTIONAL MODEL OF THE 2000 JAGUAR RACING GRAND PRIX FORMULA 1 CAR,**

numbered 2 of only 7 examples produced to promote Jaguar's emergence into the 2000 Formula 1 race season, finely detailed static model constructed from some of the materials used in the full-size car, depicting the Cosworth engined R1 chassis car as driven by Eddie Irvine and Johnny Herbert in the 2000 race season, finished in electric green and white livery, with HSBC, Becks, DHL and other sponsors' logos, and wearing number 7, with detailed cockpit, plastic tyres and measuring 117cm long, fixed to a display base bearing brass plaque and with Perspex display case, the whole measuring 127 x 63 x 40cm overall.

£4,000 - 5,000

€5,600 - 7,000



261<sup>00</sup>

**AN EXCEPTIONAL PRECISION ENGINEERED 1:13 SCALE SCRATCHBUILT MODEL OF A FERRARI 246 DINO GP, BY ANTHONY DENNIS,**

extremely fine and detailed one-off model of the racing single-seater and modelled from extensive engineering drawings by the modelmaker, constructed from in excess of 4,000 individually engineered brass, copper, silver, steel and aluminium parts, crafted using a variety of both industrial and customised precision tools.

The chassis constructed from brass tubular sections, fitted with engine assembled from separately crafted parts, and radiator with miniature core, with hollow-tube exhaust system, the wire-spoked wheels shod with moulded rubber tyres with authentic tread detailing, and the cockpit with dashboard with instrument panel, wood-rimmed steering wheel, pedals and seat.

Further features include fully functioning suspension legs and shock absorbers, articulating gear and throttle linkages, transaxle, differential, functioning steering and pedals, the steering box accurately machined to turn the front wheels at the correct ratio as the full-sized example.

The whole is clothed within a bodywork constructed from sheet copper body panels formed over wooden bucks, soldered, riveted and electroplated to simulate the correct metallic finish, then painted in 'Rosso Corsa' livery, the bonnet removing to reveal the fully detailed engine compartment.

This model, measuring 31cm long, is offered with a custom made glazed display case and a free-standing display pedestal, together with a series of photographs taken by the model-maker of details at various stages of the construction, and copies of engineering drawings.

**£8,000 - 10,000**

**€11,000 - 14,000**



261 (detail)



262 (detail)

262<sup>00</sup>

**AN EXCEPTIONAL PRECISION ENGINEERED 1:13 SCALE SCRATCHBUILT MODEL OF A MASERATI 250F, BY ANTHONY DENNIS,**

extremely fine and detailed one-off model of the racing single-seater and modelled from extensive engineering drawings by the modelmaker derived directly from a full-size Maserati 250F (Chassis No.2507), constructed from in excess of 4,000 individually engineered brass, copper, silver, steel and aluminium parts, crafted using a variety of both industrial and customised precision tools.

The chassis constructed from over 200 brass tubular sections, fitted with engine assembled from separately crafted parts, and radiator with miniature core, with hollow-tube exhaust system, the wire-spoked wheels shod with moulded rubber tyres with authentic tread detailing, and the cockpit with dashboard and instrument panel, wood-rimmed steering wheel, pedals and leather seat.

Further features include fully functioning suspension legs and shock absorbers, articulating gear and throttle linkages, transaxle, differential, functioning steering and pedals, the steering box accurately machined to turn the front wheels at the correct ratio as the full-sized example.

The whole is clothed within a bodywork constructed from sheet copper body panels formed over wooden bucks, soldered, riveted and electroplated to simulate the correct metallic finish, then painted in 'Racing Green' livery, the bonnet removing to reveal the fully detailed engine compartment.

This model, measuring 31cm long, is offered with a custom made glazed display case and a free-standing display pedestal, together with a series of photographs taken by the model-maker of details at various stages of the construction, and two copies of engineering drawings.

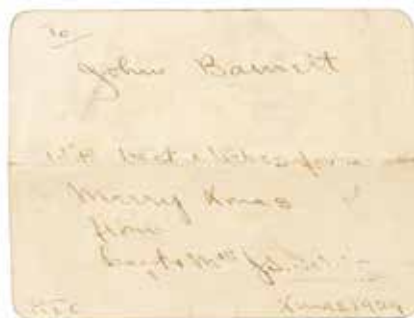
**£8,000 - 10,000**

**€11,000 - 14,000**





263



264

263†

**A BOXED SET OF DIE-CAST 'BRITAINS PETROL PUMPS',**

a set of three painted miniature petrol pumps for Mobilgas, Shell and Esso, with globes, hoses and nozzles, fixed to a metal base, in original box.

£500 - 600

€700 - 830

264†

**A CASED DIE-CAST MODEL OF THE IRVING NAPIER SPECIAL 'GOLDEN ARROW' LAND SPEED RECORD CAR, PRESENTED BY CAPTAIN J.S. IRVING, 1929,**

gift painted die-cast metal model, marked F.H.A to underside, 17cm long, of the 1929 World Land Speed Record car as driven by Sir Major Henry Segrave, in original fitted dark blue leather-cloth and velvet-lined hinged case, 19cm wide, presented as a Christmas gift by designer of the car, Captain J.S.Irving, offered with accompanying signed card (creased), dated 'Xmas 1929' with hand-written message 'To John Barnett With best wishes for a Merry Xmas from Capt & Mrs JS.Irving', the reverse with pencil sketch by Irving of the car and annotated 'Golden Arrow World's Record 231mph Daytona Mch 11th 1929' and signed by Irving, together with two related press cuttings.

(5)

£1,500 - 2,000

€2,100 - 2,800

Former Sunbeam Chief Engineer, Captain J.S.Irving was responsible for design and development of both the 'Golden Arrow' and its' predecessor the Sunbeam 1,000HP 'Mystery'.

Sir Major Henry Segrave drove the Napier engined 'Golden Arrow' to a new World Record of 231.45mph over the flying mile at Daytona Beach on 11th March 1929, beating Ray Keech's 1928 record of 207.55mph set in the White Triplex 'Spirit of Elkdom' aero-engined car.



265

265<sup>00</sup>

**A 'VINTAGE BENTLEY 4½ LITRE LE MANS PEDAL CAR, HAND BUILT BY PEDAL POWER OF LONDON,**

finished in British Racing Green, steel chassis and pedal gear to cranked rear axle, complete with mock dashboard and 1934 tax disc, aero screen, wooden running boards, and battery powered lights, Shell car care kit 'fuel can' to running board, 150cm long.

£1,500 - 2,000

€2,100 - 2,800



266



267

266

**A MORGAN 'JÍBARO' CHILDS CAR BY AUTORÉPLICCA A.G.G, MADRID,**

modelled on the Morgan Plus 8, finished in British racing green, fibreglass panelling, with a Comer 48cc 2 stroke, 1 cylinder S-50 pull start engine, powerful enough to propel the Jíbaro with two children to a maximum speed of 24 mph, 196cm long overall.

**£2,000 - 3,000**

**€2,800 - 4,200**

267<sup>00</sup>

**A J-TYPE MG ELECTRIC POWERED CHILD'S CAR,**

custom made working model, bespoke construction approximately 1:2 scale, finished in British Racing Green, hand-engineered, driven by 24 Volt electric motor and trans-axle, powered by two 12 Volt rechargeable batteries, capable of 8mph with forward and reverse, traditionally constructed with steel box section chassis, aluminium clad wood body, steel fenders and seat back, accelerator pedal, rack and pinion steering, black upholstery, pneumatic tyres on spoked wheels, working electric lamps, leather bonnet strap, mock instrument panel, registration number 'MGJ 24', 190cm long.

**£3,000 - 4,000**

**€4,200 - 5,600**



268<sup>000</sup>

#### **A PORSCHE 936 'JUNIOR' CHILD'S CAR, THE PROPERTY OF DEREK BELL MBE,**

Chassis number 936/78, a 1:2 scale replica of the 1981 Le Mans-winning Porsche 936 sports-racing prototype. Sponsored by Jules, a Christian Dior men's fragrance, the factory entered chassis number '003' was driven by Derek Bell and Jackie Ickx, its victory marking the third time that the French endurance racing classic had been won by the legendary 936.

Polish rally driver Sobieslaw Zasada was so entranced by the 936 that he built a 1:2 scale replica. This in turn prompted Porsche to develop its own limited edition version, the estimated number produced varying between 50 and 100.

Original, un-restored and in generally used but excellent condition, this miniature 936 is powered by a single-cylinder 206cc Briggs & Stratton four stroke engine producing 5 horsepower, with a top speed of 48mph! Operated by electric start and manual choke, via two-speed gearbox with reverse gear. The car is 273cm long, 100cm wide and 90cm high. Noteworthy features include pneumatic tyres, 12-volt electrics, alternator, full suspension all round, hydraulic shock absorbers at the rear, 2-piece alloy wheels, disc brakes, lights, flashers, rear hydraulic shock absorbers, foot brake, horn, leather seat, and an adjustable rear spoiler, the coachwork constructed in fibreglass with a box section chassis.

**£12,000 - 15,000**

**€17,000 - 21,000**

This example has been owned by Derek Bell since the mid 1980s, and was garaged until five years ago when it was regularly used by then 9 year old Sebastian Bell. In 2010 Sebastian was invited to participate in the Little Big Mans race at Le Mans Classic weekend. Derek decided to check the car out by Sebastian doing a lap of Goodwood 2.4 miles round because Le Mans is a long way to go to break down! If it would last that long then it was perfect for the kilometre they would run at Le Mans.

All was well and the invitation to Le Mans was accepted. At the start a flag dropped and there was a patter of tiny feet as the pint-sized drivers ran across the track and leapt into their cars as in former years! 85 cars lined up in echelon to be driven by children up to age 14. The French authorities called it a "parade" but it was evident that to the children that word could be translated into "RACE!"

Sebastian Bell driving the Jules Porsche 936 started 75th but had raced into the lead under the Dunlop Bridge! A few tips from dad perhaps? As they poured down into Dunlop curves some officials stepped out to turn them onto the Bugatti circuit and then to slow down! All in all the 2010 Little Big Mans was a wonderful piece of fun for the junior drivers, the parents and the crowd!

Derek Bell MBE..."Such a memory to think that I won at Le Mans in the Jules 936 in 1981 with Jackie Ickx and I finished 3rd with older son Justin in Harrods McLaren in 1995 and there we were watching young Sebastian driving a model of that winning car on the same track, albeit somewhat slower".





269<sup>000</sup>

**A 1986 'FERRARI TESTAROSSA' JUNIOR BY AGOSTINI AUTO ,**  
approximately 2:3 scale, fitted with a Briggs and Stratton 11 hp  
industrial/commercial petrol engine mounted behind the driver under the  
boot lid, capable of up to 30mph, key start, electrical system complete  
with head lights, pop-up headlights on high beam, brake and tail lights,  
indicators (inoperative), Pioneer stereo/cassette player with Panasonic  
door speakers, Momo steering wheel to rack and pinion steering, Camac  
165/70R10 radial tyres, rear disc brakes, adjustable wing mirror and  
enamel Ferrari badge to bonnet, bonnet lifting to reveal maker's plaque,  
fuse box, wiring to lighting system and brake fluid and fuel tanks, overall  
290cm x 128cm x 85cm.

**£18,000 - 22,000**

**€25,000 - 31,000**

270 - 300

No lots







# MOTOR CARS

14.00

Lots 301 - 390

Further images of each lot can be found at:  
[www.bonhams.com/22723](http://www.bonhams.com/22723)







*Johnnie Walker*

301

*All proceeds to benefit the halow project*

## **DAMON HILL OBE'S PERSONAL COPY OF THE F1 OPUS, CHAMPION'S EDITION**



The sought after F1 OPUS, Champion's Edition is strictly limited to 100 copies worldwide. Each Champion's Edition book personally signed by all living F1 champions as well as the late Phil Hill and Sir Jack Brabham, black padded covers with embossed titling, 845 numbered pages, large format, with packing box.

**To be sold at no reserve**

**Refer to department**

As Patron of the halow project, Damon Hill OBE is generously donating his own personal copy for auction with all proceeds going to the charity,

*"I am donating my own personal copy, straight from my F1 collection to yours, to help halow put young people with a learning disability in the driving seat!"*

halow supports young people with a learning disability to have the same life choices and chances as any other young person. Registered Charity number 1116773.

For more information about halow please visit [www.halowproject.org.uk](http://www.halowproject.org.uk)



302 N

## 1980 PORSCHE 911SC TARGA COUPÉ

Registration no. Not UK registered

Chassis no. 91A0131920

Engine no. 6309040

- *Rare right-hand drive, Sportomatic transmission combination*
- *One owner between 1981 and 2011*
- *13,000 miles from new*
- *Porsche-certified matching-numbers example*



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today. The 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six-cylinder engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out over 300 horsepower. The first of countless upgrades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling and then in 1970 the motor underwent the first of many enlargements - to 2.2 litres. In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre SC having 204bhp at its disposal by 1981, an output good enough for a top speed of 140mph-plus.

Back in 1968, Porsche had introduced what it termed 'automatic' transmission - the Sportomatic - though it had no fully automatic setting. Sportomatic employed a conventional torque converter coupled to a vacuum-operated single-disc dry clutch ahead of the modified 911 four-speed gearbox. When the gear lever was moved, the clutch would disengage, re-engaging as soon as the driver's hand was removed. As larger, more flexible engines were introduced, the Sportomatic became a three-speeder and in this form lasted through 1980. The concept of an 'automatic' 911 then lay dormant for some ten years before Tiptronic arrived in 1990.

One of the final 911s to be equipped with the Sportomatic transmission, this right-hand drive 911SC Targa is a Porsche-certified matching-numbers example that was ordered new in Germany to be taken to South East Asia. It has the country code for Hong Kong but is believed to have been delivered new in Germany and then brought to Malaysia. Registered in Malaysia in June 1980, the car was brought back to Germany in 1981 and stayed with one owner there until 2011 with the registration 'NU-YX-10'. It has covered only 13,000 miles from new and is described by the vendor as in 'mint' condition, retaining its original light blue paintwork. Offered with current German registration papers.

**£30,000 - 40,000**

**€42,000 - 56,000**

## 1951 LANCIA AURELIA B50 CABRIOLET COACHWORK BY PININ FARINA

Registration no. 922 EER

Chassis no. B50 1443

Engine no. B12 3026 (see text)

- *Right-hand drive*
- *One of only four 2.0-litre B50 Pinin Farina Cabriolets*
- *Fully documented ownership history*
- *Recent restoration*



Alongside the unitary construction Aurelia B10 saloon, Lancia produced a platform chassis for bodying by independent coachbuilders, designated B50 or B51 (with different gearing/tyres) and powered by the standard 1,754cc 56bhp V6 engine. With the announcement of the B20 Coupé, a 2,000cc engine was introduced, which was also made available for the platform chassis, designated B52 or B53 (depending on gearing/tyres). Of the 265 B50 Pinin Farina Cabriolets produced, only four were upgraded to 2,000cc specification, retaining their B50 chassis numbers. This is one such car.

Construction of 'B50 1443' commenced on 17th March 1951 and the finished chassis was tested on 18th July 1951. The car was sent to Pinin Farina on 28th July 1951 to be fitted with a cabriolet body in Bleu Sera (Evening Blue) with matching leather interior and similar mohair hood. On 29th June 1952, the original B10 engine, transaxle and instruments were replaced with B21 equivalents at the factory.

The Aurelia was sold through the concessionaire Pozzo di Novara on 15th May 1953 to Edorado Attilio Di Beltrani of Omegna and first registered with the Novara registration 'NO 29848'. On 25th June 1955 the car was registered to Amleto Sala in Milan and given the registration 'MI 276425'.

On 11th July 1955 it was transferred to Adriana Maiocchi, also in Milan, and then on 20th July 1955 to Adele Zorlone. (The use of the word 'transferred' in the Italian records would suggest that these were motor dealers rather than owners).

On the 10th December 1955 the Aurelia was sold to Giovanni Di Filippo Cagiati in Rome and given the registration '241036 Roma', passing to an American, Janet Samuelian Aidala, on 12th December 1962. She sold the car on 17th April 1963 to fellow American, Richard M Goodwin, the celebrated mathematician and economist, who lectured at Cambridge and Siena Universities. On 26th June 1963, Goodwin imported the car into the UK where it was given the Cambridge registration '922 EER' that it carries to this day. At this time, Goodwin had the car painted grey, a new hood fitted and numerous other works carried out, bills for which are in the history file.

By 1972 the car needed restoration and was sold through an advertisement in the Lancia Motor Club magazine to Brian Fenton in Northamptonshire. By 1983 he had decided he would never finish the project, so the car was sold to Anthony Smallhorn who ran the Lancia Motor Club Aurelia Consortium. In 1984, Anthony sold the car to Aurelia aficionado Ron Francis, who started the restoration. On 15th February 2008, the partly completed project was sold to the current vendor, who had the restoration finished, returning the car to the road in April 2010.





During restoration, particular attention was paid to retaining as many of the original features as possible. It is painted in the original metallic Bleu Sera (the ashtray surround on the back of the front seats still has the original paint on it!) with blue mohair hood and retaining the original blue leather interior. There is also a rare Condor radio, which has been modernised with an MP3 player connecting cable, concealed in the glove box.

The original B21 2,000cc engine (number 'B21 3591') comes with the car but it is currently fitted with an identical looking B12 2,200cc engine that has been bored out to approximately 2,400cc and fitted with modern high compression pistons and a Weber DCL40 carburettor. This produces around 100bhp, significantly more than the standard B50's 56bhp!

Since restoration the Aurelia has been used successfully on numerous touring rallies both in the UK and across mainland Europe. It has also been the subject of several articles in the classic car press (copies on file) and has been displayed at the National Classic Car Show twice. Only one other example is known in the UK.

A rare, elegant, refined, touring Aurelia Cabriolet with the power and performance of a B20 Coupé, the car comes with large history file containing photographs, magazine articles, historical documents, a V5C document and numerous bills for restoration and maintenance.

**£80,000 - 100,000**

**€110,000 - 140,000**



## 1977 FERRARI 308GT *BERLINETTA VETRORESINA* COACHWORK BY PININFARINA/SCAGLIETTI

Registration no. ZV 7084 (RoI)

Chassis no. 20315

Engine no. 20315

- *Rare early glassfibre-bodied dry sump model*
- *Right-hand drive*
- *Well maintained*
- *Used sparingly this ownership*



The 308GTB offered here has lighter glassfibre (vetrolatina) bodywork and dry-sump lubrication of the very first cars produced, which are the most sought after by enthusiasts today.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308GTB – Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and transversely mounted quad-cam 3.0-litre V8 engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the aerodynamically efficient 308 to a top speed of 150mph (240km/h).

Produced initially with dry sump lubrication and glassfibre (vetrolatina) bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and consequent reduction in performance, as well as an increased susceptibility to corrosion. Naturally, anyone wanting to race a 308GTB started out with the vetrolatina version if they could. Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

One of only 712 vetrolatina 308GTB coupés produced, this rare right-hand drive example, chassis number '20315', was purchased by the current vendor in January 2007. Housed in a dry warm garage and used sparingly, the Ferrari was displayed at various shows and used for a few tours up to 2009, since when it has been driven approximately 20 miles per year – never in wet weather. The current odometer reading is 66,807 miles.





The previous owner, Mr Eric Wilson of Orpington, Surrey, had extensive restoration carried out by Foskers at Brands Hatch over an eight-year period, as evidenced by numerous invoices on file. While in the current vendor's care the car has been serviced by Classic Repair Centre in Waterford, Republic of Ireland, though it has not required any major repairs or restoration. Finished in Rosso Corsa with black leather seats and red carpets, '20315' is described as in generally good condition, temperamental electric windows being the only fault notified, while it should be noted that the timing belts are overdue replacement. Accompanying documentation consists of the aforementioned bills, Irish registration papers, current roadworthiness certificate and a copy of the last UK V5C (for the registration mark 'UGW 110R').

A wonderful opportunity to acquire a well-maintained and little used example of this most desirable version of the iconic 308GTB.

**£60,000 - 80,000**

**€85,000 - 110,000**



305 N

## C.1901 CROIZEMARIE TYPE AC TONNEAU CAR

Chassis no. 4245

Engine no. 3959

- *Possibly unique*
- *Restored in the early 2000s*
- *Not driven for many years*
- *De Dion engine*



Around 1900 there were over 1,000 different makes of car in France, many of which made only one vehicle, and nothing is known of the origins of this almost certainly unique motor car. In the pioneering days of motor manufacturing in the late 19th and early 20th Centuries, it was not at all uncommon for enterprising individuals to build their own automobiles, and there are numerous instances of local cycle shop owners, blacksmiths, carriage makers and mechanical engineers constructing one-off vehicles using proprietary components. Indeed, many of the world's great makes started out in this way.

Of right-hand drive configuration, the two-seater Croizemarie is powered by a single-cylinder water-cooled De Dion engine dating from 1901 and rated at 5CV, approximating to a capacity of around 500cc, which drives via a three-speeds-plus-reverse gearbox. There is a foot brake on the transmission and a hand brake operating on the rear wheels. The hand crafted steel body is said to date from circa 1908 while the front screen is a latter addition.

The car's history is unknown prior to 1999 when it appeared at an auction in France. At that time it was in un-restored condition and was said to have belonged to the same family since 1921, when its old *Carte Grise* was issued. The purchaser restored the car and registered it for road use again in 2004. Originally brown, the car has been refinished in light green with black wings and retains its original black-upholstered seats, while other noteworthy features include wire wheels and a lovely wicker trunk at the rear. A letter on file dated May 2011 states that the car was in perfect running condition at that time but had not been driven for a few years. Accompanying documentation consists of the aforementioned *Carte Grise*, four photographs dated 2003 showing the car before restoration, and copies of two newspaper articles concerning the 1999 auction.

**£25,000 - 35,000**

**€35,000 - 49,000**

**No Reserve**



306

## 1964 ALFA ROMEO GIULIA 1600 SPIDER COACHWORK BY PININFARINA

Registration no. ESG 237C

Chassis no. AR 383111

Engine no. AR00112 13886

- *Classic Pininfarina styling*
- *Rare right-hand drive model*
- *Known ownership history*
- *Un-restored and highly original*



Although the 1900 had been its first successful post-war model, it was Alfa Romeo's next offering, the 1.3-litre Giulietta, which established the 'small car, big performance' formula that would characterise the Milanese marque's finest offerings from then on. The Giulietta's arrival in 1954 caused a sensation; demand outstripped supply at first, causing Alfa to rethink its production strategy and become, for the first time, a high-volume manufacturer.

The original Giulietta Sprint Coupé of 1954 was soon joined by Berlina and Spider versions. Sporting elegant coachwork designed and built by Pininfarina, the Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the Alfa line-up in 1962. A bonnet air scoop, necessary to clear the larger engine's taller block, readily identified the new model. The capacity increase boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until replaced by the Duetto in 1966. Described by *Cars Illustrated* as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

This rare right-hand drive Giulia Spider enjoyed three owners in the West Country, followed by a father and son, John and Rupert Gordon, before passing into the current ownership in February 2002. We are advised that the car is in very original condition, never having undergone a full restoration, and that it has been well cared for by its previous owners (the Gordons were both Alfa Romeo Owners Club members). The colour was changed from grey to blue during their ownership.

While in the vendor's care, the car has been kept in original condition and maintained by the same mechanic (another AROC member) with all parts supplied by classic Alfa Romeo specialists AlfaStop. The car comes complete with its original hood, jack, spare wheel and tool kit, the latter containing a set of Lodge spark plugs. Spares to include an oil filter, air filter, hoses, etc come with it also. Described by the private vendor as in generally good condition, this is an extremely fun, beautiful and usable sports car is offered with an old-style green logbook, sundry invoices, V5C document and current MoT.

**£35,000 - 45,000**

**€49,000 - 63,000**

307

*The Property of Sir Stirling Moss OBE*

*The Ex-Bob Holbert, 'Gentleman Tom' Payne, Millard Ripley*

**1961 PORSCHE RS-61 SPYDER SPORTS-RACING TWO-SEATER**

Chassis no. 718-070

£1,700,000 - 2,000,000

€2,400,000 - 2,800,000

Please see separate catalogue for full description







308

*Present owner since 1977*

## **1965 JAGUAR E-TYPE 4.2-LITRE COUPÉ**

Registration no. 282 XKE

Chassis no. 1E 20475

Engine no. 7E 3424-9

- *Outstandingly original*
- *Spectacular condition*
- *Only four owners and 7,438 miles from new*
- *Well stored and well maintained all its life*



Finished in gunmetal silver grey with red leather interior, this outstanding E-Type 'Series 1' 4.2-litre fixed-head coupé is un-restored and original, and still on the same wire wheels and Dunlop RS5 cross-ply tyres it left the factory with 50 years ago.

The E-Type was first registered on 9th April 1965 as 'MMP 144C' to a Mr Ivan Wren of Kimpton, Hertfordshire, who was 67 years old when he took delivery. After 10 years of ownership, by which time the E-Type had covered only 4,900 miles, Mr Wren's doctor advised him that, in view of his age (he was now 77) he really should not be driving such a fast car, so he duly sold it to his best friend, William Arthur Alderton, who registered it on 14th August 1975. Almost certainly equally advanced in years, Mr Alderton kept the Jaguar for one month, covering around 100 miles, before selling it with an approximate mileage of 5,000 to Gordon Charles Davidson. Mr Davidson registered it on 25th September 1975 and changed the registration to 'GCD 621' on 15th October 1975.





The car was in his possession for two years before it was purchased by the present owner, who registered it on 14th November 1977, with a mileage of 6,425. On 12th December 1977, the vendor changed the registration to '10 KPJ', reflecting his initials, and subsequently to the present '282 XKE' (on 5th October 1981). 'XKE' is, of course, the designation by which the E-type was known in the USA.

This car earned a 1st place award at the Jaguar Drivers Club International XK Day Concours d'Elegance at Dodington in 1978 and another 1st place at Mallory Park in 1979. It has been regularly serviced, as required, over the years; even when stored for long periods, and has always been kept in a temperature-controlled environment, thus maintaining the bodywork in near-perfect original condition. The interior is all original and, apart from some wear to the driver's seat, appears spectacular. The engine sounds very healthy (50lbs oil pressure at tick-over at 50°C) and the car manoeuvred well for the photoshoot.

In the year 2000, the original wire wheels were refurbished and refitted with the original RS5 cross-ply tyres. In 2011, the braking system was fully overhauled and original parts replaced as necessary. These have been preserved and are included in the sale. The clutch and cooling system were overhauled also, but the clutch mechanism itself is still the original. At the same time, a full set of new 72-spoke Series 1 'curly-hub' chrome wire wheels shod with Dunlop SP Sport VR radials was purchased for road use. '282 XKE' is therefore suitable as either a highly collectible museum piece on the original wheels and tyres or, with the new chrome wire wheels and radial tyres fitted, could be used by the enthusiastic collector on the road.

The car comes with the original owner's wallet, service voucher booklet and green logbook, together with a V5 registration document, 12 MoT certificates (including the current one) and other miscellaneous paperwork. The current recorded mileage is 7,438 and it is highly likely that this unique example is the lowest mileage and most original Series 1 E-Type in existence. We doubt if there will be another such as this one offered for sale again.

**£120,000 - 160,000**  
**€170,000 - 230,000**

# The **BILL WYMAN** Collection

© 2015 Bill Wyman Archive (Bill Wyman/Ripple Productions LTD)



William George 'Bill' Wyman was born in October 1936 at Lewisham Hospital in Southeast London. His wartime childhood was unremarkable, other than the fact that he was evacuated twice but decided to return - aged five - to live with his grandmother in Penge, and on one occasion was nearly killed by a low flying Luftwaffe aircraft that decided to fire its machine guns along the street that Bill was walking. Less than 20 years later he joined the Rolling Stones.

During 31 years with the Rolling Stones, Bill Wyman established his reputation as one of the greatest bass players in Rock 'n Roll history. It's been said many times that what Bill brought to the Stones was electricity - he had some great amplifiers and speakers - but more importantly, what he and Charlie Watts provided was a rhythm section that was rock solid. In 1993 when Bill 'retired' from the Stones most people thought he would rest on his laurels, play the odd charity cricket match and spend his days metal detecting. The fact is Bill's never been busier.

Bill Wyman has written seven books, which have sold almost two million copies and been translated in 11 different languages. He's an acclaimed photographer, having staged exhibitions around the world, and is acknowledged as Britain's most celebrated metal detectorist, who has designed and created a detector for children and newcomers to the hobby. He's done countless gigs for charities, taken a hat trick at the Oval and recently bowled out legendary England player Mark Ramprakash at a charity cricket match while playing for the Eric Clapton XI. Bill's been awarded an honorary doctorate of civil law from the University of East Anglia, is an archivist and collector, and has opened his own restaurant, Sticky Fingers, in London. He's also found time to raise a young family with his wife Suzanne.

Bill has written and produced for film and television and appeared in several movies. He's released over a dozen albums both as a solo artist and with his own bands: the Rhythm Kings and Willie & The Poor Boys, as well as scoring music for films.

In addition, he was the first Rolling Stone to have a hit solo single around the world. As for the music of Bill Wyman's Rhythm Kings, it all began in the mid '90s with guitarist Terry Taylor and Bill jamming at home - playing and singing raunchy old blues numbers. Bill Wyman's Rhythm Kings have been 'together' now since 1997, which is when Bill enlisted the help of some old friends and recorded *Struttin' Our Stuff*. They have recorded five studio and six live albums to date. Bill tours every year with his band. On June 22nd Bill releases his first solo album for thirty three years, '*Back To Basics*'.

A lifelong motoring enthusiast, Bill still has almost every car he has ever owned, the exceptions being his very first Morris Minor 1000 Traveller and an MGB from 1964. Speaking of his decision to sell the Citroën SM and Mercedes-Benz 250 S (Lots 310 and 309 respectively in this sale) Bill said: 'I am very sorry to say goodbye to these two cars, but having enjoyed them so much over the years and having kept them both in pristine condition, I feel they should now go to people who will love and take care of them as much as I have.'



**1966 MERCEDES 250 S SALOON**

Registration no. KYM 585D

Chassis no. 10801222013267

Engine no. 10892022005086

- *Right-hand drive, UK-delivered example*
- *Classic 'stacked headlamp' model*
- *Celebrity owner*
- *Recent complete rebuild*



Founder member of the Rolling Stones, Bill Wyman purchased this classic 'stacked headlamp' Mercedes-Benz 250 S saloon from a garage in Anerley Hill, South London. The first of many he would own, the Mercedes cost him £3,853 and was delivered on Monday 22nd August 1966. 'This was the first Mercedes with curved black windows,' Bill revealed. 'Everyone was getting black windows – Mick (Jagger) and, I think, Brian (Jones) did in their Minis. Mercedes had never done it, so I had to contribute to the research on how to make them. It cost me about £350.'

Mercedes-Benz though, had rejected Bill's order for black windows, so a company in West London removed the 250's windows – they were curved not flat – took a mould from them and commissioned Pilkington to make special glass to fit. 'Then of course I got stopped all the time, Bill recalls. 'Though the police usually just wanted to see who was in it.'

From 1966 to 1969 Bill used this car to travel around London and to Olympic Studios in Barnes where the Rolling Stones were recording *Beggars Banquet*, featuring the iconic track *Sympathy for the Devil*, and *Let It Bleed* featuring *Gimme Shelter* and *You Can't Always Get What You Want*. Says Bill: 'When we weren't in the studio or touring I drove round England with my camera, taking photographs.'

On Wednesday 11th November 1970, Bill traded in 'KYM 585D' for part exchange (£1,600) and bought a new Mercedes-Benz 250 CE Coupé ('FRT 9J') from Barnard's in Stowmarket, Suffolk for £4,195. Fortunately for Bill, his beloved Mercedes-Benz 250 S did not move very far and on Wednesday 6th November 1991 he was able to buy it back from a lady in Bury St Edmunds for £1,000. 'At first she would not accept my offer so I had my estate manager go to the bank and take out £1,000 in £1 notes,' Bill recalls. 'He presented the offer again in person saying "take it or leave it". She took it.'

Unfortunately the black windows were either missing by now or cracked, and the car was in poor condition. In 1997 Bill commissioned Tony Davey to completely rebuild 'KYM 585D' at a cost of almost £20,000, though the original tinted windows are no longer in place. (Tony Davey is the man that rebuilt Roger Moore's *The Saint* car and dozens of other classics dating from the 1930s to the present day). Since the restoration's completion the Mercedes has been stored as part of Bill's private collection. Described as in generally excellent condition, this iconic piece of rock music memorabilia is offered with MoT to February 2016 and a V5 registration document.

**£20,000 - 25,000****£28,000 - 35,000**

310

*The property of Bill Wyman*

## 1971 CITRÖEN SM COUPÉ

Registration no. HGC 226J

Chassis no. 000SB3352

Engine no. C114 71103643

- *The ultimate in automotive technology in its day*
- *Matchless Gallic style*
- *One celebrity owner from new*
- *Recently renovated*



© Matthew Howell/Octane

Combining Citroën's advanced chassis technology and Maserati's 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. Citroën had bought Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo coupé, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V8 to create the required V6. After some juggling of engine dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp.

Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 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 axed in 1975 following Citroën's acquisition by Peugeot. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

Bill Wyman took delivery of this Citroën SM on Friday 4th June 1971 at his house in Grasse, in the Alpes Maritimes, France. The car was registered '958 RU 06'. 'The minute I saw the SM, I thought, this is it!' Bill recalled. 'It looked so beautiful. They showed me that amazing engine and the double headlights, and I thought, incredible! I fell in love with it.'

Between 1971 and 1982 Bill was living in the South of France and frequently drove the SM from his new home in Vence to Paris where the Rolling Stones recorded the albums *Some Girls*, *Emotional Rescue* and *Tattoo You*. 'I'd drive it to Keith Richards' place, miles away in Cap Ferrat, to record the *Exile on Main Street* album,' said Bill, 'and I'd drive to Paris and back, an eight-hour journey each way. It was so easy to drive.'

'I became great friends with Marc Chagall, Cesar, and James Baldwin over the years, and I'd drive over to their homes on the Côte d'Azur. I'd also drive to Monte Carlo to hang out with Ringo and Spiros and Philip Niarchos of the Greek shipping family.'

'I drove it to Spain, to Marseille, to Portofino in Italy, and back to England a few times. Oh, and of course to Switzerland. I went there twice to play at the Montreux Jazz Festival. The first time was with Muddy Waters, Buddy Guy, Junior Wells and Pinetop Perkins. Then three years later I drove there to play with Muddy Waters again.'





On Tuesday 27th March 1984 Bill's Citroën SM was imported from France into the UK and registered as 'HGC 226J'. Since 1985 it has been stored in Bill's private collection together with almost every car he has ever owned, the only exceptions being his very first Morris Minor 1000 Traveller and an MGB from 1964.

On Wednesday 19th October 2014 Bill's Citroën SM was collected for renovation by Tony Davey. (Tony is the man that rebuilt Roger Moore's The Saint car and dozens of other classics dating from the 1930s to the present day). 'HGC 226J' currently displays a total of 58,683 kilometres on the odometer and comes with a V5C document and MoT to January 2016. The original French numberplates are in the boot.

'Over the years I have turned down many offers but when the car was returned and I saw the results I felt it would be a bit of a waste to put it back into storage,' Bill confessed. 'I realise there are many car enthusiasts who would not only appreciate it but also take care of it and love it the way I have over the years.'

**£35,000 - 40,000**

**€49,000 - 56,000**

**END OF COLLECTION**



© 2015 Bill Wyman Archive (Bill Wyman/Ripple Productions LTD)



311 \* N

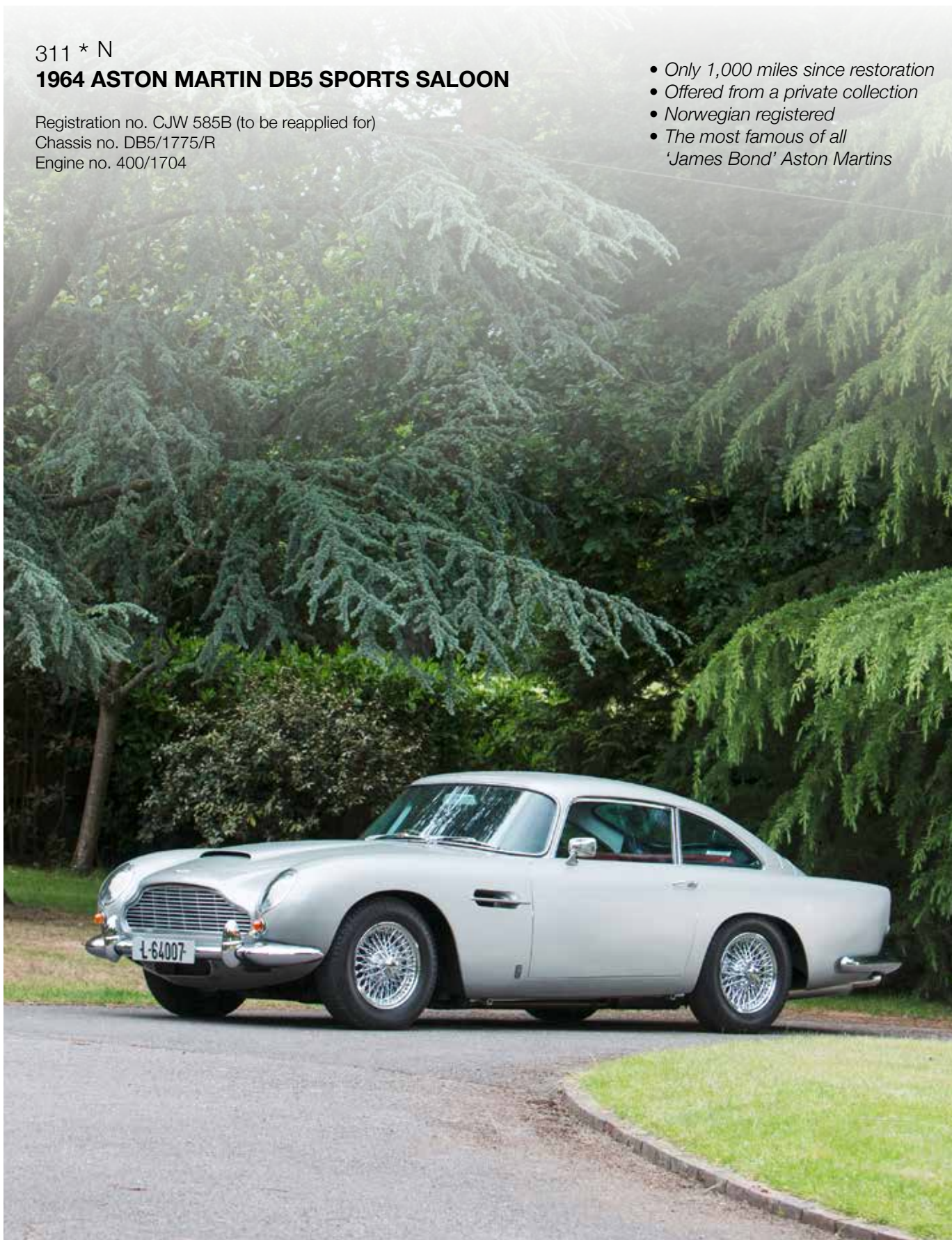
## 1964 ASTON MARTIN DB5 SPORTS SALOON

Registration no. CJW 585B (to be reapplied for)

Chassis no. DB5/1775/R

Engine no. 400/1704

- Only 1,000 miles since restoration
- Offered from a private collection
- Norwegian registered
- The most famous of all  
*'James Bond' Aston Martins*







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 cowled headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened Series V DB4. Its 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. Famously featured in the James Bond movie, *'Goldfinger'*, the DB5 was immensely popular, with demand swiftly outstripping the factory's ability to supply following the film's release in 1964. In total, 1,021 examples were built between 1963 and 1965.

Chassis number '1775' comes with a copy of the original purchase form recording that the car was delivered new on 7th December 1964 to the Osborn Manufacturing Company, which supplied it to S B Reed, Esq. We are advised that the only alteration in specification concerns the colour scheme, originally Sage (green), which was changed to Silver Birch prior to the preceding owner's acquisition of the car in 1971. The car was maintained by Ian Mason in 1970s prior to being laid-up (bills on file). There is a note on file, written in 2005 by the previous owner, Peter Hammerson, which states: 'from 1977 the car was laid-up in private garage following which it has been undergoing extensive and lengthy restoration.'









The latter was carried out by Arthur Birchall & Co of Norfolk between 1987 and 2006, during which period the car benefited from a body-off, chassis-upwards rebuild while the engine was converted to take unleaded fuel (bills on file). Between 2008 and 2010, the DB5 was looked after by Aston Martin Works.

The current owner purchased the car at Bonhams' sale at Aston Martin Works, Newport Pagnell in 2010 (Lot 303) since when it has resided in Norway as part of a private collection. A lovely example, '1775' has covered only some 68,800 miles from new (and only 1,000 since restoration) and is described as in superb condition. The car is supplied with a custom fitted car cover and offered with a large history file, two workshop manuals, copy old V5 registration document and current Norwegian registration papers.

Please note this Lot will be subject to the reduced import tax of 5% should it remain in the EU.

**£500,000 - 550,000**

**€700,000 - 770,000**





312

**1997 FERRARI 550 MARANELLO COUPÉ  
COACHWORK BY PININFARINA**

Registration no. P690 XRH

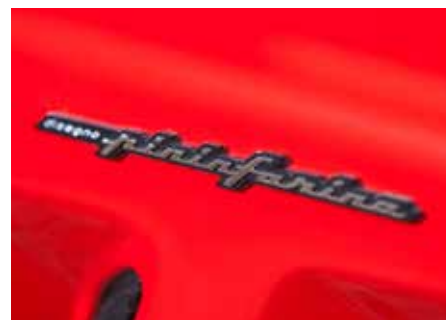
Chassis no. ZFFZR49B000108393

Engine no. 5400

- *Imported from Japan*
- *Left-hand drive*
- *Only 5,967 kilometres recorded*
- *Recently serviced*







'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.'

Left-hand drive chassis number '108393' was imported from Japan and first registered in this country on 1st February 2015. Since its arrival the Ferrari has had its fuel pumps replaced, new tyres fitted and the cam belts changed. The car currently displays a total of only 5,967 kilometres (approximately 3,707 miles) on the odometer and is presented in effectively 'as new' condition. This highly desirable Ferrari Gran Turismo is offered with current MoT, V5C registration document, export certificate, Ferrari statement of build, invoices relating to its recent servicing, and HMR&C correspondence confirming VAT and duties paid.

**£95,000 - 115,000**  
**£130,000 - 160,000**

313  
**NO LOT**

## 1960 BENTLEY S2 CONTINENTAL FLYING SPUR SPORTS SALOON COACHWORK BY H J MULLINER

Registration no. LBL 53D

Chassis no. BC.65.AR

Engine no. A.64.BC

- *Rare and exclusive Flying Spur four-door model*
- *Ex-Geneva Motor Show*
- *Restored while in the current ownership*
- *Believed genuine 61,024 miles from new*



This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis.

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, The Autocar wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number BC99BY - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.





Chassis number 'BC.65.AR' was ordered new by one A W Gemuseus of Zurich, Switzerland and delivered to him via Garage l'Athenée following its appearance at the Geneva Motor Show in March 1960. It is understood that the Bentley remained in his possession until 1967 when it was bought by a Mr Siggs of Siggs & Chapman Ltd in Croydon in July of that year. There is only one further owner recorded on the accompanying R-REC chassis card: N Hamilton-Wal, who acquired it in March 1993. The current vendor purchased the car in April 2000 from Chelsea Cars Ltd who it is believed acquired it from Lord Jonathan Allaby. After purchase by the vendor the Bentley then spent the next nine months being completely restored. The body was stripped down and repainted in the present wine/red colour; the interior was reupholstered and all the woodwork brought back to its original condition; and the modern radio replaced with one from the original period. The car then had a complete mechanical overhaul, and between 2000 and the present has been kept in a heated garage and mostly used for weddings. The vendor advises us that he has no reason to believe that the recorded mileage of 61,024 is anything but genuine. Restoration invoices are on file and the car also comes with a V5C registration document and current MoT.

**£100,000 - 120,000**

**€140,000 - 170,000**





315 N

*By order of the executors of the late Per Henricsson*

## 1929 BUGATTI TYPE 40 'GRAND SPORT' ROADSTER

Registration no. Not UK registered

Chassis no. 40780

Engine no. 670

- Grand Prix-derived engine
- Delivered new to Czechoslovakia
- Long term restoration
- Desirable Grand Sport style body



'Bugattis encapsulate concepts of engineering which, once seen, change your ideas radically and definitively. Drive them, and you realise that each car is form and engineering in equilibrium, and a work of art.' – William Stobbs, *Les Grandes Routières*.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Introduced in 1926, the Type 40 Bugatti succeeded the Brescia types, being built on a longer wheelbase and equipped with a more powerful engine. Virtually identical to that used in the Type 37 Grand Prix car, the latter was a four-cylinder unit displacing 1,496cc and incorporating an all-plain-bearing bottom end with five mains. A single overhead camshaft operated three valves per cylinder (two inlets, one exhaust) and the Type 40's 45bhp or thereabouts maximum power output was transmitted to the rear wheels via a separate four-speed gearbox. A total of 775 Type 40s had been made when production ceased in May 1931 with a further 32 Type 40As completed by the end of that year. It is estimated that fewer than 200 survive today.

The example offered here, chassis number '40780', was completed in April 1929 with engine number '670'. It was ordered by the Bugatti agent Vladimir Gut in Prague, Czechoslovakia and delivered as a chassis with two spare wheels. The car's entry in the Nordic Bugatti Register states that it was probably first built with a light open body, as indicated by the documented 710kg weight. Later it was re-bodied as a four-door faux cabriolet with coachwork by either Carrosserie Sodomka or Tomáš & Pavala in Prague.

The Bugatti's history is not known prior to 1950, which is when cars in Czechoslovakia were issued with registration books. The Nordic Bugatti Register lists eight owners in Czechoslovakia, one of whom owned it for only one day! The current vendor's husband purchased the Type 40 from the last of these, a Mr Bubenik, in 1974 and imported it into Sweden. At the time of acquisition, the Bugatti was in a dismantled state and its level of completeness is not known. The restoration files illustrate with sketches and technical drawings that some machining of mechanical components was undertaken. It also illustrates that the long-term restoration was fastidiously project-managed by Per Henricsson, the late owner.





In the Czech registration book it is noted that the Bugatti had covered approximately 80,000 kilometres up to September 1957, and a further 50,247 up to the end of 1968. It was de-registered in August 1970.

Its Swedish owner restored the Bugatti with considerable assistance from Per Larsson, in the course of which it was equipped with a Grand Sport replica body. The latter remains in very good order, boasting a nicely made interior equipped with seat frames supplied by Wilkinson & Sons and trimmed by a local saddle maker. After completion the car was registered in Sweden in 1998 and went on to participate in numerous rallies in its adopted home. '40780' last ran in 2014 and is presented in generally very good condition. Accompanying documentation is comprehensive and consists of a copy of the car's Nordic Bugatti Register entry, various restoration files, and Swedish registration papers.

**£120,000 - 150,000**

**€170,000 - 210,000**





## 1975 JAGUAR E-TYPE SERIES III COMMEMORATIVE ROADSTER

Registration no. JPL 872N

Chassis no. 1S.2855

Engine no. 7S.15904-SA

- *Limited edition, one of 50 last-of-the-line models*
- *Rare manual transmission example*
- *Only two registered keepers from new*
- *Outstandingly original and un-restored condition*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.





The rare and exclusive E-Type offered here is one of 50 special roadsters built to commemorate the end of the model's production in 1974. The chassis number sequence commenced at '2822' and ended with '2872', all bar one of the 50 cars being finished in black.

First registered on 18th March 1975, chassis number '1S.2855' is the 17th from last E-Type ever made and one of only 19 manual transmission cars in this series. Sold new in 1975 by Coombs & Sons of Guildford, it was registered 'STD 1' and remained with its first owner for just 10 months. In January 1976 the E-Type passed to the second, and last, registered keeper and was reregistered as 'JPL 972N'.

The second owner enjoyed his car for the next 37 years, during which time it was very well maintained and very well cared for. A vast amount of service invoices and previous MoTs is included in the sale, confirming that the recorded mileage of 36,875 is correct. In fact, 'JPL 872N' has only travelled 9,000 miles since 1978. The original service book carries 10 supplying-dealer service stamps prior to that date, all accompanied by the dealer's detailed service records.

In 2008 the vehicle commenced a three-year refurbishment (though by no means a restoration) by E-Type UK and has covered only 393 miles since its completion. All components, engine bay, running gear, suspension and paintwork received a highly detailed refurbishment to achieve a breathtaking concours-standard 'better than new' car. Additionally, the cooling system and suspension have been brought up to modern day standards making this E-Type even more enjoyable to drive. The interior remains totally original and the car comes complete with its original hood, tonneau cover and factory hard top. 'JPL 872N' currently runs on chromed wire wheels but included in the sale are its original chromed steel wheels shod with very rare Dunlop SP whitewall tyres. The spare wheel is unused and the original tool kit is included in the sale together with a complete set of original handbooks, spare keys and wallet containing the original 'Passport to Service' book.

This last-of-the line Jaguar E-Type is everything the enthusiast could wish for; the engine bay in itself is spectacular and the entire car is absolutely outstanding, faultless in every respect. With its limited ownership, un-restored condition and low mileage, this must be one of the best V12 E-Types to come to the market in recent times.

**£180,000 - 220,000**

**€250,000 - 310,000**



317

## JAGUAR C-TYPE RECREATION

Registration no. FTS 592

Chassis no. S817782

Engine no. B9880-8

- Copied from two genuine C-Types
- Built by David Duffy
- Prepared by Guy Broad
- FIA certified







The XK120C's astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles. Jaguar built only 54 C-Types and it is worth noting that the first three Formula 1 World Champions - Guiseppe Farina, Alberto Ascari and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.

In July 1951, *The Autocar* fully described the XK120C with detailed drawings and specifications (copy available). By this time, the C-type had already achieved its first victory at Le Mans with a team comprising the first three cars made. Jaguar then put the C-Type into limited production and made a further 47 production cars.

The specification of these production cars differed from the original three works cars only in minor details: e.g. different bonnet louvres, chassis channels not drilled, and 2" SU H8 carburettors instead of the Le Mans cars' 1¾". Because these cars were largely sold to already well known competitors, their specifications differed from car to car depending on customer preference, while towards the end of production, the A-bracket on the rear axle was changed to a single trailing arm.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing healthy demand for replicas of Jaguar's rare and exotic sports-racer.



'FTS 592' is an exact copy of a late production C-Type. The car has a current FIA HTP confirming that it is to the correct dimensions and historical specification. It was built using period drawings, works parts lists and published technical details and specifications (all available with the car). Copied from 'XKC 043', the spaceframe was fabricated by Classic Chassis Services while the all aluminium body was built by Shapecraft on bucks made from 'XKC 049'. 'FTS 592' is registered as a 'Jaguar Sports' and classified as a (tax-exempt) historic vehicle.

The car was assembled by David Duffy, who had previously owned an original C-Type. He is renowned for the manufacture to exacting standards of 100% correct recreations of C-Type, D-Type and XKSS Jaguars. The car was purchased in 2010 from David by the present owner, who had owned three different C-Types in the early

1960s, 'FTS 592' being the best available after a three-year search. Guy Broad Engineering prepared the C-Type for a serious historic racing campaign with no expense spared, though injury and advancing years have thwarted the owner's plans. Described as race ready and a delightful road car, it comes with a removable roll hoop, custom made by Guy Broad, together with two easily removable three-point seat belt harnesses and a hand-held fire extinguisher. An original correct three-spoke steering wheel is included with the car, a smaller one being currently in place to suit the current driver.

The engine - number 'B9880-8' - has the correct period casting, 'C4820'. It incorporates a fully balanced crankshaft and flywheel; wide-blade connecting rods; 9.0:1 pistons; correct B-Series cylinder head; camshafts with similar profile and lift to 'D' cams; big valves; twin 2" SU H8 carburettors (sand cast); correct inlet and exhaust manifolds; and wide-eared large-capacity alloy sump.



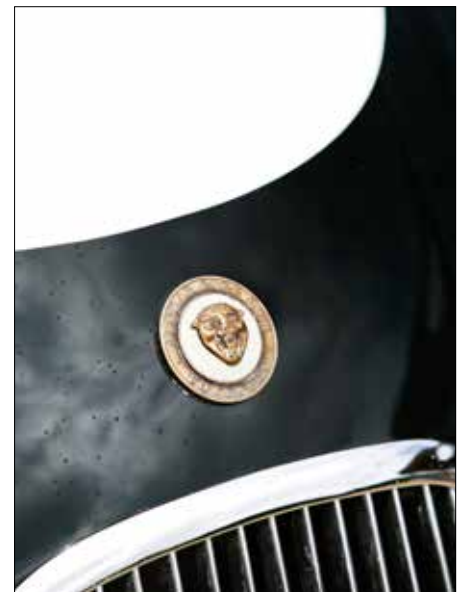


The drive train comprises a Moss four-speed close-ratio gearbox with correct pattern lid; 9½" diameter diaphragm clutch; and a 3.54:1 ratio rear axle. The front suspension torsion bars, wishbones, steering arms and rack are all to original specification as is rear suspension and drum brakes. Instruments, switches and interior are likewise to original specification. Other noteworthy features include an MM type screen and aero screens; correct fabricated 37-gallon Le Mans fuel tank; twin SU electric fuel pumps; and 16x6" alloy rimmed replica C-Type wheels shod with 600x16 Blockley tyres.

A spare set of 600x16 C-Type wire wheels fitted with new, unused Dunlop racing tyres is available via separate negotiation together with some rare and valuable front suspension components. The car also comes with numerous invoices; an old-style logbook; FIA papers; V5C registration documents; and an original C-Type instruction, maintenance and settings manual. Finished in British Racing Green with tan leather interior, this impeccable C-Type recreation has been prepared with no expense spared and is in very good condition, ready to go racing or be enjoyed as the splendid, very usable sports car that it is.

**£150,000 - 200,000**

**€210,000 - 280,000**



318

*The personal property of John Chatham*

## 1962 AUSTIN HEALEY 3000 MKII CONVERTIBLE

Registration no. 443 YUP

Chassis no. H-BJ7-L/19545

Engine no. 29F-RU-H/107

- *Desirable 2+2 Convertible model with overdrive*
- *Delivered new to California*
- *Restored to concours standard by an renowned marque expert*
- *The personal property of John Chatham*



In January 1962 the 2+2-only MkII Convertible (or MkIIA) version of the much-loved Austin-Healey 3000 appeared, boasting long overdue refinements such as winding windows, swivelling quarter-lights and fixed foldaway hood. The reversion to easier-to-tune, twin-SU carburettors cut maximum output by 1bhp, yet thanks to the superior aerodynamics, conferred by its curved windscreen, the MkII Convertible contrived to be marginally faster than its immediate predecessor, reaching 116mph flat out. MkII production ceased in 1962 after 5,095 2+2s and 355 two-seaters had been built; though the Convertible continued until the introduction of the 3000 MkIII in 1963.

A left-hand drive BJ7 (2+2) model delivered new to California, this MkIIA is the personal property of marque specialist, John Chatham - 'Mr Healey' - the quality of whose work is renowned the world over.

The Healey returned to the UK in 1988 and for many years was dry stored before its restoration commenced in 2007. All panels are original – never accident damaged – and the entire car was restored for John in-house to the highest standard with exceptional attention to detail.

It has the desirable overdrive transmission and incorporates various upgrades to MkIII specification; principally concerning the engine, which is equipped with a different camshaft, 2" SU carburettors and a larger exhaust system in stainless steel. In addition, the car boasts MkIII rear shock absorbers, MkIII locking door handles, a high-torque starter motor, wood-rim steering wheel and 72-spoke wire wheels.





Originally Ivory White with black interior, it has been refinished in White but re-trimmed in a more appealing blue leather with matching mohair hood. The restoration was completed and the car back on the road in January 2013, since when it has covered circa 1,800 miles, including a trip to the Techno Classica Essen in Germany to appear on the Austin-Healey Owners' Club stand.

Restored to a level that would grace a concours lawn by one of the best in the business, this beautiful Austin-Healey 3000 is offered with a BMIHT certificate, V5C registration document and MoT to December 2015.

**£50,000 - 60,000**

**€70,000 - 85,000**



**1988 ASTON MARTIN V8 VANTAGE VOLANTE**

Registration no. E463 WOL  
 Chassis no. SCFCV81VXJTR15639  
 Engine no. V/580/5639/X

- *The ultimate soft-top Aston Martin*
- *Matching numbers*
- *Maintained by Aston Martin Works*
- *c.15,000 miles recorded*



'Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph.' - *Autocar*, 8 July 1971.

With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 had suffered as emissions legislation became ever more strangulating, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.





Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm units. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp. Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tyres. The Vantage was, nevertheless, 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.

Produced to satisfy demands from the USA, the Volante convertible debuted in 1978, but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

This V8 Vantage Volante was supplied new by the Murray Motor Company on 21st January 1988. Finished in Tungsten Silver with St James's Red leather interior, it has the five-speed manual gearbox and is equipped with the power operated hood, electric windows and mirrors, original specification radio/cassette, driving lamps and Ronal alloy wheels. When the previous registered keeper - Clifford Estates of Stanford-on-Avon, Northamptonshire - acquired the Aston in 2007 it had been advertised as 'not taxed since August 2001' and 'only 7,800 miles from new'. Copies of the advertisement and the old V5C registration document are on file.

The current vendor purchased 'E463 WOL' via P&A Wood in June 2011, by which time the recorded mileage total had risen to 12,900 (purchase receipt available). Since then the Volante had been maintained with no expense spared by Aston Martin Works in Newport Pagnell, returning there annually for MoT testing and servicing as recorded in the detailed invoices on file, most recently in July 2014. Currently displaying a total of circa 15,000 miles on the odometer, this fabulous car is presented in 'mint' condition and offered with current MoT certificate and V5C registration document.

**£200,000 - 250,000**

**£280,000 - 350,000**

320

## 1913 HISPANO-SUIZA ALFONSO XIII TORPEDO TOURER

Registration no. BF 7207

Chassis no. 2001

Engine no. 2174

- *Premier marque*
- *Rare early model*
- *Only six owners from new*
- *Fully restored*



One of the most famous marques of all time, Hispano-Suiza was founded in Barcelona, Spain in 1904, its name (literally, Spanish-Swiss) recognising both its place of origin and the contribution made by its chief designer, the Swiss engineer Marc Birkigt. The latter had designed the La Cuadra car in Barcelona in 1900 and then the Castro. When Castro went out of business, a new company - Fabrica De Automoviles, La Hispano-Suiza - was formed, headed by wealthy investor Damien Mateu. Two four-cylinder models were shown at the Paris Auto Show in 1906, and in 1908 the range expanded with the addition of two sixes. Spain's young King Alfonso XIII was an early devotee of the marque. One of Hispano's first customers, he purchased a trio of four-cylinder models at the Madrid Show in 1907 and would own some 30-or-so examples during his reign.

An Hispano-Suiza won France's prestigious Coupe de l'Auto race in 1910 and this racing voiturette would form the basis of the Alfonso XIII model introduced in 1912. The Spanish king had been so impressed when he drove this new Hispano that he bought one and gave permission for the new model to carry his name.

Its successful exposure in France led to Hispano-Suiza setting up a factory in Paris in 1911, the better to exploit the potential of the large French market. Indeed, although the marque was of Spanish origin it was Hispano-Suiza's French-built cars, in particular the magnificent H6 and its derivatives, which established it in the front rank of luxury automobile manufacturers following the end of WWI.

Lightweight, narrow and with a centrally positioned engine, the Alfonso XIII can be considered the archetypal sports car. In 1911 the four-cylinder engine was enlarged from 2.6 to 3.6 litres, gaining a four-bearing crankshaft in the process, and in 1913 a four-speed gearbox adopted. The maximum power output of 64bhp was delivered at a lowly 2,300rpm, and with a top speed of around 120km/h (75mph), the Alfonso XIII one of the fastest road vehicles of its day. Progress was arrested by means of a handbrake operating two drums on the rear axle, and a foot-operated transmission brake. Production continued until 1918 by which time around 600 Alfonso's had been built, only about 25 of which are known to have survived (incomplete cars included).





This rare Alfonso XIII has a continuous history with only five owners from new. A 3.6-litre, four-speed model on the 300cm wheelbase, the Alfonso was bought new on 12th April 1913 by a Mrs Bignon of Paris. She kept the Tourer-bodied car for two years before selling it to a Mr Ringard of Courbevoie near Paris, who had a small accident with it that same year. In 1924 Mr Ringard bought a 3-Litre Chenard & Walker (still existing today) and in 1943 both cars were dismantled and hidden at the home of one of his friends: Mr Guibard of Garenne-Colombes near Paris.

After WWII the engine and gearbox were soon stolen and the body, which was in very poor condition, thrown away. In 1982 the remaining parts were given to a Mr Montanaro who sold them in 1995 to the late Mr Uwe Hucke, the well-known Bugatti collector. Mr Hucke immediately started the restoration but unfortunately did not have the time to finish it.

Now complete again, the Hispano has benefited from a 'last nut and bolt' rebuild that included a full restoration of the entire chassis frame. Completely rebuilt, the engine is stamped '2174' on the lower block, crankshaft, camshaft guides and many moving parts, while the upper block is stamped '2188'. The engine drives via a new four-speed gearbox built using original parts and the original cover.

Finished in light green (jade) with dark green leather interior, the body is a faithful reproduction of this car's original four-seat Torpedo coachwork, recreated using a photograph taken of the car in 1915 and contemporary pictures of other Labourdette bodies. The hood has not yet been made; however, to facilitate its construction there are pictures of an almost identical original body included in the sale.

The car also comes with a copy of Hispano-Suiza factory build sheets; records of remaining Alfonso XIII cars; UK V5 registration document; picture as sold in 1995 and an extensive photographic record of its restoration. Also on file are nine original invoices dated 1915-1919, mostly from Hispano-Suiza, concerning Mr Ringard's ownership, the accident he had in 1915, the repairs and further maintenance.

**£160,000 - 200,000**

**€230,000 - 280,000**

321

## 1969 MERCEDES-BENZ 280 SE CONVERTIBLE

Registration no. to be advised

Chassis no. 11102512002329

- *Manual transmission model*
- *Left-hand drive*
- *Fully restored in Germany*
- *UK registered and MoT'd*



Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280SE saloon shared its bodyshell with the 'New Generation' 280S, the 280SE Coupé and Convertible retained the elegant looks of the outgoing 250SE that had debuted back in 1959 on the 220SE, designed by Paul Bracq.

The 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the seven-bearing M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph with the automatic, an increasingly popular choice, not far behind. Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient emissions control.





The suspension was essentially the same as that of the equivalent saloon model, albeit reconfigured for a lower ride height, with braking courtesy of discs all round. Plush and well appointed, the interiors featured a leather-covered dashboard, (usually) leather upholstery, Becker radio, and round speedometer and rev counter flanking vertically stacked gauges. The thickly padded convertible top was manually operated, while air conditioning, electric windows, central locking and power assisted steering were among the several options listed.

Production of the 280SE Coupé and Convertible totalled a little over 5,000 units between 1968 and 1972 when production ceased, and today these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

The left-hand drive example offered here is one of just of 1,950 these luxuriously appointed Mercedes-Benz 280 SE Convertibles and Coupés produced for the 1969 season. Imported into Germany from the State of Mississippi, USA, it has been the subject of a full restoration in Germany, including an interior re-trim and new soft-top.

The car is most handsomely finished in black with Cognac interior, and has the desirable four-speed manual transmission. UK registered, it comes with an original handbook and MoT to 21st April 2016, and is expected to possess an up-to-date V5C registration document by time of sale.

**£135,000 - 145,000**

**€190,000 - 200,000**

322 N

## 1964 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE ROADSTER

Chassis no. 1E10151

Engine no. 7E1254-9

- *Delivered new in the USA*
- *Left-hand drive*
- *Fully restored by recognised specialists with no expense spared*
- *All restoration records available*



Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements.

Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility. For many enthusiasts, the 4.2-litre 'Series 1' is the best of all E-Types, combining the advantages of the larger engine with the stylistic purity of designer Malcolm Sayer's original conception.

This superb 4.2-litre 'Series 1' E-Type roadster was sold new via Jaguar Cars, New York to its first owner, one Stephen G Bayanson. Its accompanying Jaguar Heritage Certificate reveals that the car was delivered finished in Opalescent Maroon with matching leather interior trim and black hood. The State of Minnesota Certificate of Title on file shows that the E-Type was owned from 1980 to 2011 by one Earl Arthur Johnson, who sold then sold it to Gullwing Motor Cars. Subsequently exported to Europe (EU duties have been paid), the car was fully restored by Classic Restoration Services in the Netherlands between August 2014 and May 2015. CRS have extensive experience of E-Type restoration (they have completed 28 so far) and this example is presented in commensurately excellent condition.





Works carried out include completely dismantling the car and sandblasting and repairing the body using genuine body panels supplied by Martin Robey and SNG Barratt. The bare metal re-spray in Opalescent Grey was carried out by Hurenkamp Spuitinrichting, a company with more than two decades experience of repainting classic Jaguar cars. In all, the body renovation consumed some 250 man-hours.

Tuning to the running gear, all the suspension was dismantled, sandblasted and then either painted or powder coated prior to re-assembly with all new ball joints, bearings, etc. In accordance with their standard practice, CRS used new brake components throughout: discs, Kuniifer pipes, servo and master cylinder. The engine was rebuilt by specialists MRA with a lead-free cylinder head conversion but otherwise to original specification, while the original gearbox was overhauled with all new synchromesh, bearings and lay-shaft.

The fuel system was overhauled with new components - tank, pump, lines - and the carburetors rebuilt. A new wiring loom and alternator were installed and the rest of the electrical components overhauled. All brightwork is either new or re-chromed by Chrome Restoration Services in the UK. The full interior trim kit in Old Red leather was supplied by Aldridge Trimming of Wolverhampton. Sourced from MWS, the 72-spoke competition wire wheels are shod with Continental 205/70R 15 tyres. The brakes were up-rated during the restoration and the car also features the sensible upgrades of 123 electronic ignition and a Kenlowe electric cooling fan.

After assembly, the car was tested and re-tested by CRS's experienced team of engineers. The entire restoration consumed some 725 man-hours and cost €135,214 (approximately £97,350) and the car comes with bills, work sheets, photographs and a 32-page list of parts used. The E-Type is currently undergoing a programme of test drives (250 kilometres minimum) and by the time of sale will be delivered with Dutch registration papers and valid roadworthiness certificate.

**£105,000 - 135,000**  
**€150,000 - 190,000**

*More than 45 years in current family ownership,  
The Ex-Dick Seaman, 'Charlie' Martin, Tommy Clarke, Maurice Falkner,  
Clifton Penn-Hughes, Thomas Fotheringham*

## **1935 ASTON MARTIN WORKS ULSTER 'LM19' MILLE MIGLIA, RAC TOURIST TROPHY, FRENCH GRAND PRIX, LE MANS 24-HOURS COMPETITION SPORTS TWO-SEATER**

Chassis no. LM19

Engine no. LM19

In the 1930s, enthusiasts for high-performance quality cars could consider various models as falling into three distinct categories. There were high-performance designs of genuinely world-class quality which cost an absolute fortune and which were unmistakably 'gentleman's motor cars'.

Then there were some whose looks outstripped their realistic performance, very much more show than go - 'cad's cars'.

And then there were quality sports cars of a genuinely sporting pedigree, in which a capable private owner could attack motor races of anything up to full International status, with a realistic chance of some success. That select group were indeed sports cars for 'proper chaps' - and here Bonhams is delighted to offer this 1935 ex-works team Aston Martin Ulster, most decidedly 'a proper chap's sports car' which has been preserved and maintained in just one family ownership for no fewer than the past 45 years...

This car's history includes some of the most capable of 1930s British private owner/drivers. It also features participation in the world's greatest, most gruelling and most charismatic endurance races - the French Le Mans 24-Hours, the Italian Mille Miglia, and the RAC Tourist Trophy on the fabulous Ards public road circuit in Northern Ireland. What's more, this Aston Martin also contested the 1936 *Grand Prix de l'ACF* - the French Grand Prix - run that year for sports cars, when it was driven by none other than the greatest British racing driver of the 1930s, the charismatic Dick Seaman.

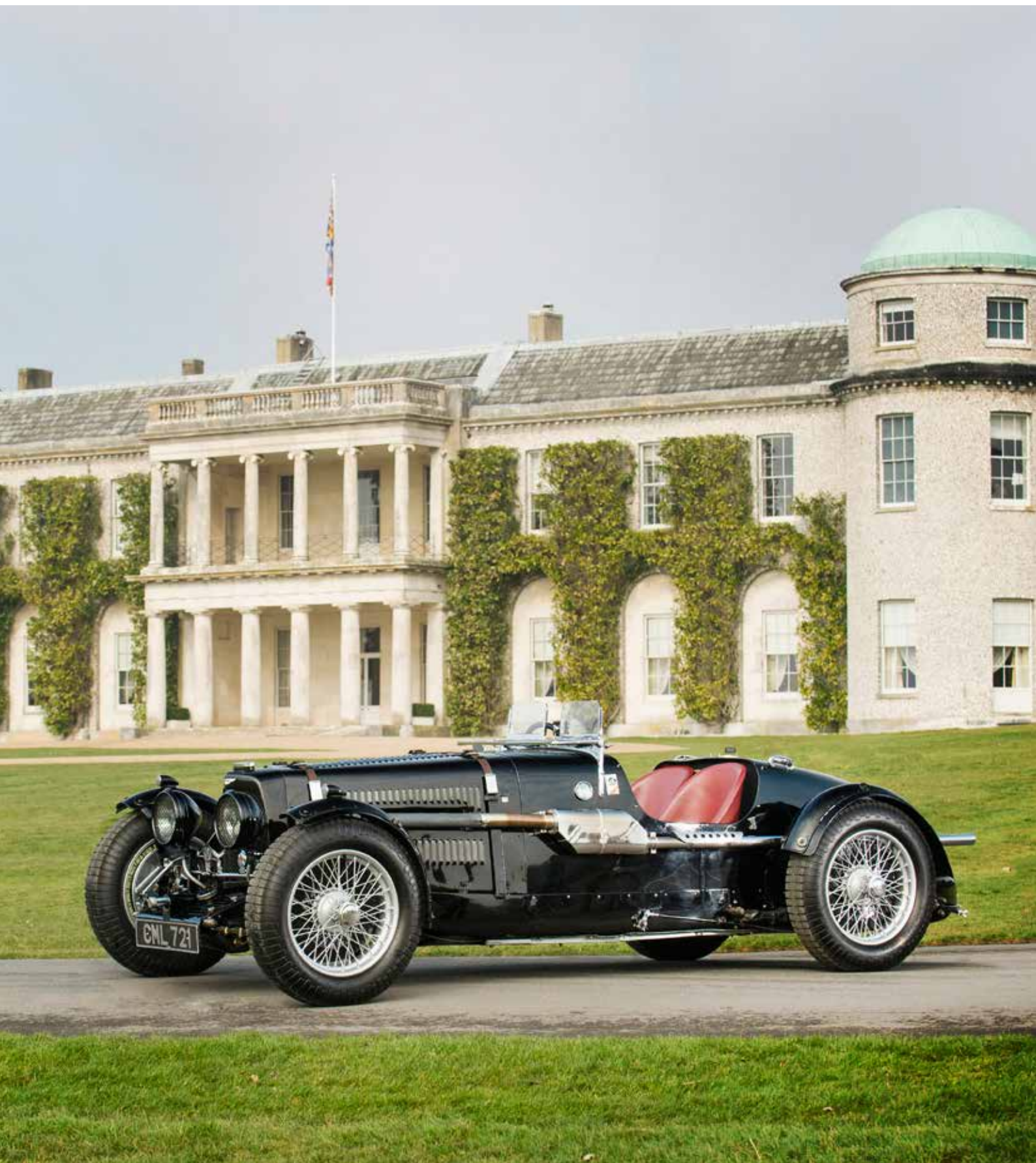
Aston Martin Ulster 'LM19' offered here is one of the ultimate group of just four full-blown 'works prepared' Ulsters to bear the marque's now legendary 'LM' suffix (derived simply from 'Le Mans'). As one of that final Aston Martin 'LM' quartet, this road-useable historic sports-racing car incorporated as-new all of company head 'Bert' Bertelli's accumulated wealth of sports car experience. He famously described these 1935 works team Ulsters as "The best cars I ever built".

In fact, 'LM19' emerged new when Aston Martin had had rather a poor year at Le Mans in 1934. None of the works cars had qualified for the final of the biennial Rudge Cup. That prestigious prize rewarded consistent performances in two consecutive editions of the classical 24-Hour race. However, private Aston Martin owner/driver Reggie Tongue ('a proper chap' if ever there was one) had actually qualified for the Cup with his 1932 ex-team car 'LM10'. It was then Tongue who entered this latest car 'LM19' for the 1935 Le Mans 24-Hour race, to be driven by his similarly sporting-minded 'proper chap' friends, Tom Fotheringham and Clifton Penn-Hughes.

- One of four ultimate specification Ulsters constructed for Le Mans in 1935
- Described by designer A.C. Bertelli as "The best cars I ever built"
- LM19's three sister cars already reside in world-class collections
- Sparingly used by two families through the last 76 years











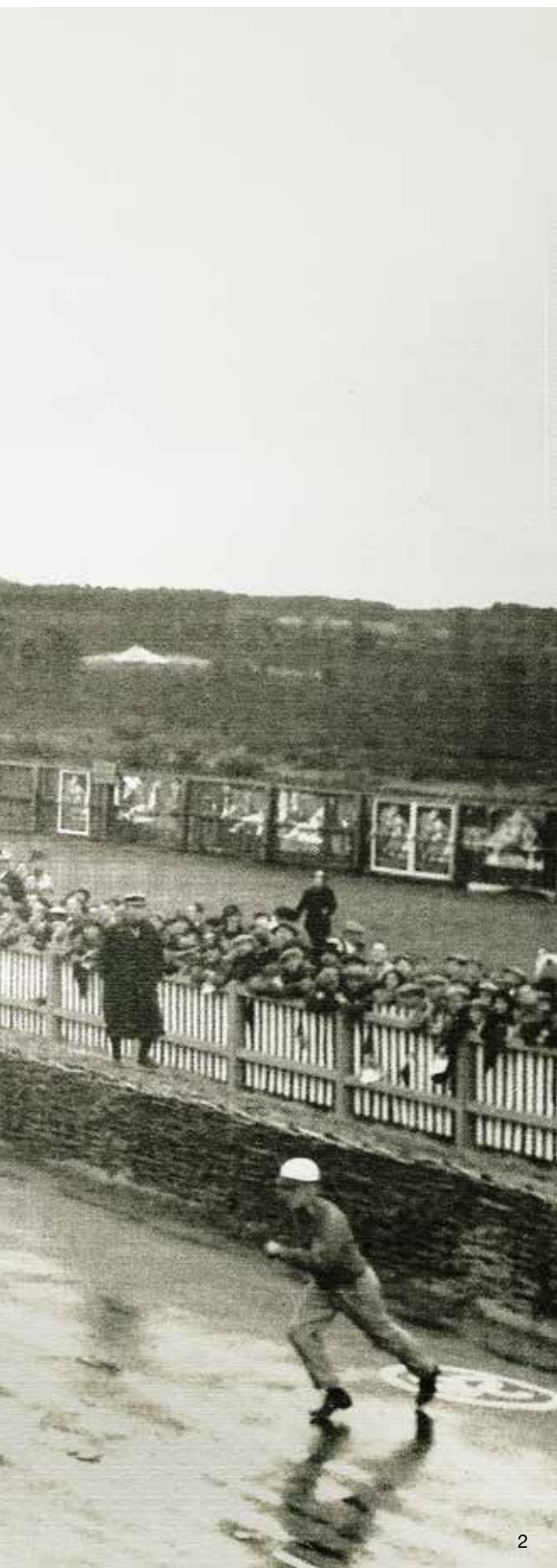
1  
LM19 receives attention at the pits,  
Le Mans 1935. © Archer Archive

2  
The flag has just dropped for the famed Le  
Mans start for the great endurance race in  
1935, Brackenbury No.29 (LM20) just has  
the lead on Penn-Hughes (LM19) No.28 And  
their ferocious duel for the class lead has  
commenced. © Archer Archive

3  
Designer Bertelli poses proudly in front of  
LM19 with former Sunbeam Talbot Darracq  
Technical Director Louis Coatalen, Le Mans  
1935. © Archer Archive







2



3

They were just two of Bertelli's crack team which included some of the most capable British racing drivers of the day - Charles Brackenbury, Charlie Martin, 'Mort' Morris-Goodall, Jim Elwes, Fotheringham and Penn-Hughes - the latter pair having demanded attention by several outstanding performances in Bugatti and Alfa Romeo cars. In effect the company's owners - the Sutherland and Bertelli families - had always run their works cars for well-heeled and supportive sporting clients who contributed to costs, while a number of private customers also weighed-in after purchasing their own Aston Martins.

The 1935 Le Mans race saw Penn-Hughes in 'LM19' leading the 1½-litre class, way ahead of the two sister works 'LM' cars. He was disputing the lead with a fleet of rival Rileys and Singers. This battle between the British marques would continue throughout the day-long race.

In the second hour, Penn-Hughes in 'LM19' was overtaken by C.E.C. 'Charlie' Martin in 'LM20', soon followed through by Jim Elwes's 'LM18' while Penn-Hughes and Fotheringham settled down to a consistently rapid pace...

Having stopped to refuel, check tyres and change drivers, Fotheringham and Charles Brackenbury (Charlie Martin's co-driver) were going well and still running their respective cars - 'LM19' and 'LM20' - in relatively close formation. However, into the dusk that Saturday evening, rain began to fall.

Tom Fotheringham, pressing just a little too hard to better Brackenbury's experienced pace - and having been consistently 4 seconds per lap quicker for the previous 15 tours of the 8.4-mile Sarthe circuit - hit a puddle in the deceptive White House Curve just short of the pit area. Before he could correct it, 'LM19' careened into a spin, and rode up the roadside bank. The Aston Martin then flipped off the top, throwing out its intrepid driver before landing inverted and slithering to a halt. Tom Fotheringham was able to pick himself up and totter to safety with nothing worse than bruises and abrasions.



He was embarrassed and distraught at having sidelined his works Aston Martin, and indeed this was the only time pre-World War 2 that one of their works cars would fail to finish due to accident damage. The team, meanwhile, went on to enjoy a quite remarkable result of third place overall, comfortably winning their 1500cc class, for Martin/Brackenbury in 'LM20'. And into eighth place overall, third 1500 home, were two more 'proper chaps' - Tommy Clarke and Maurice Falkner co-driving their private Aston Martin Ulster. And there was still more to cheer - tenth overall came C.T. Thomas/M. Kenyon, eleventh Peter Donkin/Malcolm Douglas Hamilton and twelfth Jim Elwes/Mort Morris-Goodall - all in Aston Martin Ulsters. Into 15th place came Goldie Gardner/A.C. Beloe in a sixth Aston Ulster to survive the full distance. In their 1935 Le Mans category these Feltham-built Aston Martin Ulsters thus finished 1-4-5-6-7-9...

Back home at the Feltham factory, 'LM19's chassis and front axle were both judged beyond immediate repair, and a brisk rebuild saw all the car's other major components including engine, gearbox and back axle transferred to a replacement chassis frame, which was also equipped with a brand-new front axle. This was nothing particularly unusual for Bertelli's works team, since several of its other 'LM' cars would also have their chassis changed in period.

The repaired 'LM19' then re-emerged as one of seven Aston Martin entries in the UK's most important contemporary International race - the RAC Tourist Trophy at Ards in Ulster. This, of course, was the venue upon which the Aston Martin sports model itself had first earned its 'Ulster' name,

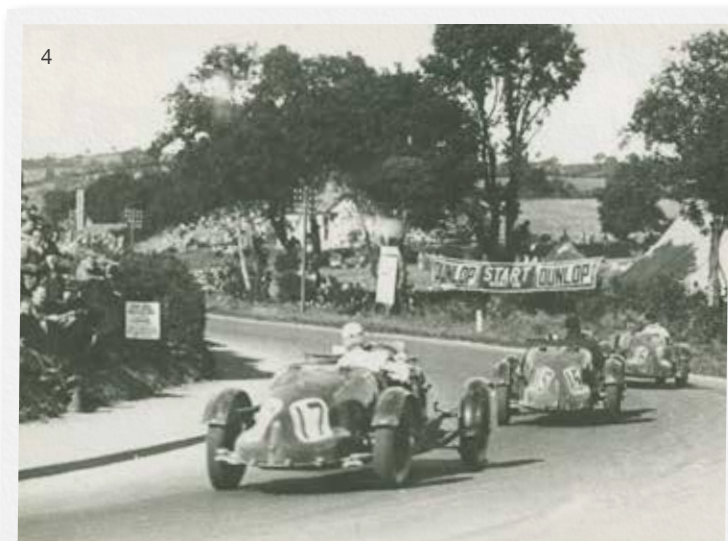
The great race was run there on September 7, 1935, when 'LM19' was entrusted to Charlie Martin. One friendly rival there was the illustrious Siamese Royal Prince Birabongse Bhanutej Bhanubandh, competing under his soon-to-be-famous pseudonym 'B. Bira'. He drove a sister Aston Martin Ulster but early in the race his car became the first from Feltham to fall foul of a batch of faulty oil pipes. The same problem then afflicted Martin's 'LM19' which until the problem intervened had been disputing the lead of its 1½-litre class...

After having had the leaking pipes replaced, Charlie Martin rejoined the race, but since his car's engine had suffered some damage he had to nurse it home, driving so gently that he was flagged off too far behind the winner to be classified as a finisher.

On March 3, 1936, 'LM19' was then delivered to new owner T. G. 'Tommy' Clarke by the Cresta Motor Company in Worthing, Sussex, to which it had been consigned from Feltham three days earlier. Clarke had previously covered many miles in his friend Maurice Falkner's personal Ulster, and he had plainly decided he wanted a sister car of his own. These two young friends were gentleman drivers of unusual ambition and evident ability to whom 'LM19' was the best tool available for serious long-distance racing...







By April 5, 1936, 'LM19' was being campaigned by Clarke and Falkner in the Mille Miglia round-Italy road race. The duo had been Cambridge undergraduates when they had run Aston Martin 'LM17' successfully in the 1935 edition and this time they did extremely well in the early stages, enjoying a very substantial class lead at the Rome control – around half-distance - over massed opposition from Alfa Romeo, Maserati and Fiat. However, as Maurice Falkner recalled in the BRDC Silver Jubilee Year Book (published in 1950) "...our signalling system for bends went a little awry, and ... we found ourselves going backwards at about 75 m.p.h. and eventually pulled up still 180 degrees off course and 8 inches from a large building ... again in the middle of the Alfa Romeo (Alfas also have a hyphen problem) and Maserati cars and blocking the road". Pressing on, with a Fiat gaining ground in their class, at Fano their "...engine (then) ceased irrevocably through valve-gear trouble". Maurice Falkner ended this somewhat mixed memory of another fine if abbreviated 'LM19' performance with the following lines:

***"Parts of the Mille Miglia  
"Couldn't be squiglia.  
"Which makes a thousand miles in one day  
"Feel a longish way."***

On June 28, that year's *Grand Prix de l'ACF* – or 'French Grand Prix' – was being run at Montlhéry, not for Grand Prix Formula machinery, but instead for sports cars. Gordon Sutherland - Aston Martin owner - was anxious to give the fastest British driver of the day, Dick Seaman, experience in one of the LM cars since he had been engaged to handle one of the marque's new 2-litre models in the forthcoming RAC TT back at Ards. Dick Seaman was then making his name as a formidable new young racing driver in his own black-painted Delage – operating with an ambition and professionalism far beyond his years. He would earn himself a place in the greatest works racing team of the period – Mercedes-Benz – for 1937-39, and would win the 1938 German Grand Prix, only to lose his life while leading the 1939 Belgian GP...





6



4  
The Works Ulsters corner in formation with Charlie Martin driving LM19 No.15.

5  
The tranquility of rural Ulster is shattered as the 1.5 litre class rounds Quarry Corner with Martin leading the field in LM19.  
© Ferret Photographic

6  
Charlie Martin enjoying the famously predictable handling of LM19 as teammate Charles Brackenbury takes a rather more circumspect approach. © Archer Archive









However, at Montlhery in 1936, 'LM19' again struck trouble. Dick Seaman was duelling for the class lead, pressing on so rapidly that his searing pace around the winding Montlhery road circuit wore 'LM19's brakes so badly that the drums distorted, rendering the car undriveable. Montlhery's appetite for brakes was well-known, and 'LM19' would not be its only victim.

The car was then retired from active competition as Tommy Clarke continued his international racing career in a Delahaye 135. It is thought that 'LM19' was put on the market through Cresta Motors, from whom he had acquired it.

John Charles Badcock (of Brenchley, Kent, and later Bourne End, Buckinghamshire) may not have been 'LM19's immediate buyer, but he is its first-listed owner in a UK registration book issued in 1939. The car's colour at that time was recorded as green, and the car was licensed by him until 20 August, 1946.

We further understand that an Aston Martin works service department note for 'LM19', dated November 23, 1939, reads "Engine stripped and rebored, L.C.B.H.B. pistons, fit standard diff, hand throttle etc" – the work apparently being carried out for J.C. Badcock. More minor attention was also administered in 1940, and the car's recorded mileage of barely 2,000 demonstrates how little work it had done apart from racing.

Mr Badcock's long ownership saw the car subsequently laid-up and stored for many years so during a period when most comparable racing cars were being raced into the ground, 'LM19' had a cosseted life, until it was sold by his estate executors on May 16, 1969, through Puttocks Holdings Ltd, of Guildford, Surrey, to John Y. Campbell of Bellshill, Lanarkshire, Scotland. The price was no less than £1,575.

John 'Jock' Campbell ran a building company - John Young Ltd – which had been founded by his grandfather. Jock Campbell had been an enthusiastic cycle racer on both road and track before progressing via motor cycles and a 3-wheeler BSA to four wheels. He owned several Aston Martins and was unusual in competing in both *concours* and speed events with equally serious intent. His cars included both DB2/4 and an ex-works team DB3, followed by a DB4GT which was extremely successful in Aston Martin Owners' Club *concours d'elegance* events in the mid-1960s, being judged "the best postwar Aston Martin". Mr Campbell had been seeking an Ulster for some time and had rejected several cars including 'L4/525/U' which we sold in December 2013, until - in 'LM19' - he found the car which attained his exacting standards as "the ultimate Ulster".

Jock Campbell also prepared and showed such rival designs as a Jaguar E-Type and a Ferrari 250GT *Lusso*, while also competing against the clock in sprints and hill-climbs. He was a most dedicated and discriminating car connoisseur, and he harboured long-term restoration ambitions for the long stored, and ignored, 'LM19'.



7

The car had in fact survived in rather dilapidated but original and unmolested condition, off the road since some time in 1957. Soon after acquiring it in 1969, Jock Campbell had entrusted its ground-up restoration to leading marque specialist Bill Elwell Smith of Ruislip - who had worked for Aston Martin during the Bertelli era.

He completed the work for £4,153 13s 2d, which included repainting from green to Dick Seaman-style jet black, and chromium-plating a set of five 18-inch wheels and the specially-made exhaust system. A new dashboard was made but the car's original fabric - which had really been so lightly used for a works racing car - remained unspoiled, as evidenced by the invoices and photographs in the accompanying documentation file. The result was a well-deserved overall win in the September 1970, Jaguar Drivers' Club *Concours* at Doune - the best Aston Martin present!

At the AMOC Fort Belvedere *Concours* 'LM19' then won the Ray Eve and George Taylor trophies as both best in class and most roadworthy contender. In 1971 it won the Heyworth Trophy in the light Class at the AMOC Hockley Heath *Concours*, and Jock Campbell also sprinted it at Curborough and finished eighth in it in the St John Horsfall Trophy race at Silverstone. 'LM19' offered here plainly went just as well as it looked...

7

Mille Miglia 1936, Falkner and Clarke in LM19 enter the Rome control.

8

Mille Miglia pit-stop 1936, after hundreds of miles of hard driving on poor roads LM19 is looking a trifle travel-stained, but will soon be back in the fray to continue leading its class.





8

Combined *concours* and competition success continued through the early 1970s, with the car being hill-climbed at Doune in Scotland, way down south at Wiscombe Park, and raced again at Silverstone, Oulton Park and Crystal Palace. Jock Campbell passed away in November 1976 and in June 1978 'LM19' passed to his son James 'Jim' Campbell, who was enjoying a successful competition career hill-climbing more modern machinery. Hence, following Jock Campbell's death, 'LM19' was carefully stored and little used while of course wanting for nothing in terms of maintenance.

During 1995-96 – with the intention of restoring 'LM19' while protecting its basically unchanged engine's originality – a newly-made Elwell Smith cylinder block (number 'LM19-2') was installed by the specialist Ecurie Bertelli concern, together with new crankshaft and connecting rods. The all important original components were carefully stored and are offered with the car here today.

Following this work and light re-commissioning, in 1998 Jim Campbell reintroduced the car to competition at Silverstone, Oulton Park, Croft Autodrome, Donington Park and elsewhere. In 2000 he ran it in the Isle of Man Classic and in 2001 raced it again at such venues as Brands Hatch. 'LM19' has since successfully participated in the 2002 and 2004 Le Mans Classics, the *Gran Premio Tazio Nuvolari* Rally, the Ards TT Celebration, the Spanish Tour and other suitable events - all with the reliability one would expect from a car built to succeed in some of the toughest motor races ever devised.

We must emphasise that until today, 'LM19' and its sister ultimate-series works Aston Martin Ulsters have all long been locked into premier-league private collections of the highest quality. Sister cars are unlikely to become available any time soon, emphasising just how highly these cars are prized. Any connoisseur who misses 'LM19' here may therefore have to wait many years more to acquire such an example of the ultimate Ulster...

Today, in startlingly healthy, near-*concours* general order – and resplendent in Dick Seaman-style jet-black livery – 'LM19' awaits its first new owner in more than 45 long years...a classic competition Aston Martin works car, absolutely fit "for a proper chap".

The Aston Martin Ulster was derived from 'Bert' Bertelli's preceding creation, the Aston Martin Mark II. In '*The Autocar*' H.S. Linfield wrote of the Mark II: "There are points about the most recent chassis which make it still better than its predecessor. Yet it does seem that none of the original merits of the car has been lost, particularly as regards controllability...It is a car which so obviously is practical that anyone not knowing it in action must be impressed; but it is the beautiful feel of the machine which makes it one of the foremost cars of its type today..."

A '*Motor Sport*' road test reported: "The brakes were sufficiently powerful given a fairly heavy pedal pressure, and pulled very squarely on wet and dry surfaces alike...When the car slides it plays no tricks..."



While the Aston Martin Mark II became widely recognized as one of the finest 1½-litre production sports cars of its era, its competition sister model would be described by marque historian Dudley Coram as "...the 'Ulster', which model is generally discussed in hushed awe and considered by many to be the ultimate in 1½-litre Aston Martin development...". He considered that the Ulster possessed: "...qualities of ruggedness which other cars lacked and which really made it only, but most eminently, suitable for the long-endurance type of sports car racing in which it excelled...".

Mechanically there was little difference between the Mark II and the racing-orientated Ulster, neither track nor wheelbase being changed. But the cars were extremely carefully assembled at the Feltham works, the engine was tuned for peak performance, and a lightweight two-seat body enabled Aston Martin to guarantee 100mph performance.

The Ulster's 4-cylinder engine featured a redesigned Laystall crankshaft with larger main bearings than the Mark II's and direct fitting connecting rods. Domed pistons and a planed cylinder head raised compression ratio to 8.5:1. The power unit breathed through twin 1½-inch SU carburettors, fed by dual fuel pumps from a 15-gallon tank slung between the twin bucket seats and the rear axle.

Power output was cited as 80bhp at 5,250rpm. The model's spartan bodywork was tailored to contemporary AIACR sports-racing car regulations (the AIACR being the pre-World War Two equivalent of today's FIA governing body). It was fully 8-inches narrower than the standard Mark II's, and though quite stark it was actually exquisitely well-proportioned, a most handsome and pleasingly well-balanced body form.

The radiator was similar to that of the Mark II but featured a mesh stone-guard grille in place of shutters and it was painted along with the body panelling to avoid glare, as were all other reflecting surfaces. Normally the hub nuts and outside hand brake were the only plated components on an Ulster's exterior. A folding hood could be stowed beneath a cover behind the cockpit, this next to useless item being almost uniquely retained by 'LM19'. The exhaust pipe from four-branch manifold to fishtail was either asbestos-lagged, or "...black-leaded, with rust to choice...".





Aluminium cycle-style mudguards saved weight while the car's underside was fared by a full-length undertray. As Dudley Coram recorded: "Bertelli's years of experience at Le Mans and elsewhere were evident...all the electrical items being independently wired and fused. Dry weight of the complete car was 18cwt (approx.). Priced at £750, ready to race, the Ulster was in a class by itself, appealing as a piece of personal property to very few, but, undoubtedly, admired and respected by enthusiasts all over the world".

Early in 1934 a team of three 'works racers' were laid down, alongside what was in effect the first 'production' Ulster. Compression ratio in the works cars was raised to 9.0:1 and the stepped cylinder heads "were copperised". Modified R209 cam contours were adopted, and maximum revs available rose to 5,500, which with the 4.1:1 back axle ratio gave 110mph. Chassis frames, brake drums and other areas were extensively drilled to save a few more pounds weight, and while the fuel tank capacity grew to 17½-gallons, weight was trimmed to just over 17cwt.

'Bert' Bertelli was superstitious about the unlucky number '13' and it was never used, so for the 1934 Le Mans race the Works Ulsters were numbered LM 11, 12 and 14 all with drilled and lightened chassis. Before the 1934 RAC TT at Ards, Bertelli had his works team cars repainted Italian red in place of their former green to 'counteract' the bad luck they had suffered at Le Mans earlier in the year.

9

Tommy Clarke, French Grand Prix 1936.

10

Dick Seaman smiles happily behind the wheel of LM19, French Grand Prix 1936.

© Spitzley Zagari Archive

11

Seaman aboard LM19 pushing hard as ever through the sinuous curves of Montlhéry, French Grand Prix 1936.

© Spitzley Zagari Archive

12

LM19, French Grand Prix, Montlhéry, 1936.

© Archer Archive

13



14



15





13

Tired, but remarkably complete and original, LM19 emerges blinking into the sunshine after many years in storage, as purchased by Jock Campbell, 1969.

14

Now a treasured part of the Campbell families collection, LM19 shared garage space for many years with a host of similarly delectable motor cars, including this Ferrari 250GT Lusso owned by the Campbell's almost since new.

15

Revived and refurbished, the now concours LM19 is flung round Sawbench Hairpin at Wiscombe Park Hillclimb by proud owner Jock Campbell.

The new regulations at Ards that year forbade chassis drilling for lightness, and so 'LM11' and 'LM12' were rebuilt around new standard undrilled frames and the cars renumbered 'LM15' and 'LM16' along with 'LM17' which was built brand-new to matching 'undrilled' specification. 'LM14' was sold with drilled original frame to a private customer. Each of the Aston Martin drivers broke the Ards class lap record during the long race. Tom Fotheringham finished third overall and won the 1½-litre class, with sister 'LM' cars sixth and seventh.

Now 'LM19' – as offered here – was one of the last Aston Martin works team cars to be run at Le Mans until after World War Two. This ultimate batch of four works team cars – 'LM18', 'LM19', 'LM20' and 'LM21' – featured 3-inch lower radiators than in 1934, producing their distinctive sloping bonnet line. Bertelli's winter development wrung out of the engines 85bhp at 5,250rpm, with peak revs of 5,400. Chassis frames on these four cars were undrilled and again the bodies were painted as-new, bright red.

**£1,600,000 - 2,200,000**

**€2,300,000 - 3,100,000**



324

## 1962 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. KFF 243

Chassis no. 12104210025171

- *Left-hand drive*
- *Imported from Texas, USA*
- *Fully restored in the 1990s*
- *Fitted with electronic power assisted steering*







'It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind...' *The Autocar* on the Mercedes-Benz 190SL, 10th January 1956.

As economic conditions improved after WW2 it became inevitable that Mercedes-Benz would return to the racetrack. The result was the superb 300 *Super Leicht* series of sports-racing cars that proved so successful in international competition. In 1954 the road-going 300SL 'Gullwing' coupé was introduced, causing a sensation and setting new standards for high performance sports cars. The following year saw the 300SL joined by a smaller-engined roadster with broadly similar styling - the 190SL. It shared the same wheelbase as its big sister and was powered by a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. The new model combined 100mph-plus performance with economical fuel consumption in the region of 25-30 miles per gallon. It featured a four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and rode on fully independent suspension. This advance suspension set-up meant that the 190SL was more comfortable than any contemporary British sports car and unlike the 180 saloon on which its mechanical components were based, it had a floor-mounted gear change. The model was available as a two-seater convertible roadster or coupé and production continued until 1963.

This left-hand drive 190 SL was imported from Texas in 1994 by the current owner with all UK taxes paid. Special factory options on this car include the rear jump seat, front bumper over-riders and a hardtop, the latter complete with a stand for use when removed.

Finished in special-order light green paint (716 Grey Beige) with contrasting beige leather upholstery and matching mohair hood, this exceptional example has been the subject of a full restoration. Undertaken during 1994/1995, this included a full bare-metal re-spray, complete interior re-trim and a full mechanical overhaul by the late Roger Edwards. Electronic power steering and seat belts were added so that the owner's wife would be able to drive the car more easily (the power assistance can be switched off if required). The car has been meticulously maintained and kept garaged inside a Carcoon within a temperature controlled environment. It remains in magnificent condition, having covered fewer than 500 miles in the 20 years since restoration, and is currently MoT'd. A total of 4,383 miles is currently displayed on the odometer. Offered with V5 registration document.

**£75,000 - 85,000**  
**€100,000 - 120,000**

325 N

## 1970 ALFA ROMEO 2000 GTAM COMPETITION COUPÉ

Registration no. Not UK registered

Chassis no. AR1531034

Engine no. AR 68565

- Ex-ADAC 6-Hours, Nürburgring 1970
- Restored by Scuderia del Portello Alfa Romeo
- Correct 2.0-litre GTAm engine
- Current FIA papers and Autodelta documentation



Schultze / Stenzel with GTAm #1531034. Nürburgring, Germany, 1970. © Automobilmismo Storico – Alfa Romeo – Centro Documentazione



Introduced in 1965 at the Amsterdam motor show, the GTA (the 'A' stood for *alleggerita* - lightened) was the official competition version of the Giulia Sprint GT. The model was produced in road and race variants, the latter, as usual, being the responsibility of Autodelta. Visually almost indistinguishable from the road-going Sprint GT, the GTA differed by virtue of its aluminium body panels, Plexiglas side and rear windows and lightened interior fittings and trim. As a result the GTA tipped the scales at around 200 kilograms lighter than the stock steel-bodied car.

Alfa's classic twin-cam 1,570cc four underwent extensive modification for the GTA, the angle between the valves being reduced from 90 to 80 degrees and the valve sizes substantially increased; there no longer being room between them for a central spark plug, a change was made to twin-plug ignition. In road trim the revised engine produced 115bhp, with up to 170 horsepower available in race tune.





The GTA made its racing debut on 20th March 1966 at Monza, Andrea de Adamich and Teodoro Zeccoli triumphing in the Jolly Club Four-Hour Race. From then on the Autodelta-prepared GTAs enjoyed outstanding success, winning the European Touring Car Championship three years running from 1966-68.

The following year, Alfa Romeo updated the concept in the form of the GTAm, which was based on the Giulia 1750 GT Veloce export model for the United States market. Equipped with SPICA mechanical fuel injection, the engine was enlarged to 1,985cc, bringing it closer to the 2-Litre class limit, and the GTAm made liberal use of lightweight glassfibre body panels and Plexiglas for the windows. The 'm' is commonly supposed to stand for '*maggiorata*' (enlarged) though some believe GTAm stands for 'GT America'. Autodelta built 19 GTAm 'works' cars plus 21 'customer' cars for Group 2 racing between 1969 and 1971.











This example was originally built by Autodelta to participate in the 1970 ADAC 6-Hour race at the Nürburgring in Germany, driven by Herbert Schultze from Berlin and Reinhardt Stenzel from Munich. After having achieved an impressive 5th place in the race after 36 laps, a puncture caused a heavy collision that led to the car's retirement. The race was won by Gianluigi Picchi and Andrea de Adamich driving a similar car entered by the Autodelta factory team.

This car returned to Autodelta after the race and was dismantled, and in 1971 was de-registered by the Italian registration authorities. The bodyshell remained at Autodelta and subsequently was sold on 25th March 1978 to the local Alfa Romeo concessionaire Tevar Srl in Termini Imerese in the province of Palermo, Sicily. A copy of a letter to Tevar signed by Carlo Chiti, Autodelta's famous director, is on file and confirms the bodyshell's identity.

Instead of embarking on a full restoration, Tevar only restored the body and then sold the project on to one Joaquim Nicodemos, owner of a workshop in Lisbon in Portugal, who in turn sold it to Fernando Vaz Pinto, an Alfa Romeo enthusiast and member of the well known Scuderia del Portello, the official Alfa Romeo racing club. Mr Vaz Pinto sold the car to another member of the famous Scuderia, and a comprehensive restoration by the official Alfa Romeo Club Scuderia del Portello's own mechanics was undertaken during 2012/2013. The car incorporates a correct 2.0-litre fuel-injected GTAm engine, prepared by Alfa Romeo specialist Chiapparini.

Since the restoration's completion, the GTAm has been campaigned in various historic races in 2014 and 2015, most recently at the Masters Series Trophy in Barcelona, Spain, driven by none other than former Autodelta driver Gianluigi Picchi, who had driven that other GTAm to victory at the 1970 ADAC 6-Hours at the Nürburgring. Mr Picchi has fond memories of these fantastic GTAm racers and has signed this example. Described by the private vendor as in generally excellent condition, the car is offered with current FIA papers and documentation relating to its history and restoration, and is ready to be used in anger again.

**£220,000 - 300,000**

**€310,000 - 420,000**

**1963 JAGUAR E-TYPE 'SERIES 1' ROADSTER**

Registration no. 604 AW

Chassis no. 1E1967

Engine no. 7D51273-8

- Sold new to the Sultan of Brunei
- Past and present connoisseur ownership including Lord Bamford, Victor Gauntlett and Frank Sytner
- Unique enhanced specification
- Freshly MoT'd



Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

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

This fabulous E-Type Series 1 roadster was sold new to the Sultan of Brunei and since then has passed through the hands of some of this country's best known connoisseurs of fine motor cars. Its second owner converted the E-Type for racing and it was hill-climbed by both Nigel Bourne and next owner Oliver Walker. Mr Walker then returned the car to road-going specification, with an engine rebuild by Forward Engineering, bodywork by RS Panels and interior trim by Suffolk & Turley. The Forward Engineering 4.5-litre engine produces upwards of 320bhp and features triple Weber carburettors, lightweight con-rods and a stainless 'bunch of bananas' exhaust. Other noteworthy features include a synchromesh gearbox, 'organic' clutch, up-rated ventilated brakes, Spax shock absorbers, lowered suspension, Dunlop alloy wheels, replica Lightweight E-Type seats and much more.

Next owned by Peter Hampton, the E-Type was sold via Nigel Dawes to Victor Gauntlett, former Aston Martin CEO whose favourite car it is reputed to have been, and then to Lord Bamford (then Sir Anthony Bamford). Its next owner, racing driver and motor dealer Frank Sytner, described this car as 'A D-Type for the road'. Mr Sytner sold the car circa 1997 to the immediately preceding owner, Tim Greenhill. A gentleman motor dealer, the current vendor has been involved with the Jaguar E-Type since its inception and recognised that this was one of unique quality that fully deserved its place in his collection.





In 2000 the car received a bare metal re-spray in Gunmetal Grey at RS Panels, the engine being overhauled and treated to an unleaded conversion by Ron Beatty, the original engine builder. The car also benefits from up-rated rear disc brakes and electric cooling fans. Regular maintenance has been undertaken by Marcus Barclay, Ian Nuthall, John Pearson, Barry Beeson and Robin Lackford; parts replaced recently including the alternator, distributor and brake servo, with the most recent work taking place in January 2015 at a cost of circa £7,000 including attention to the brakes, suspension and sub-frame (bills on file).

This is a driver's car that will be enjoyed by the knowledgeable connoisseur as all the modifications are 'in period'. It is not a modern hotrod dressed up in E-Type clothes, and as such is pure fun. Remarkably, we are advised that it is as much at home in city traffic as it is on the open road. Used regularly, the car has been used for one rally in the South of France and one in Scotland plus some local journeys, and has been well looked after at all times. Accompanying paperwork consists of sundry restoration invoices, a V5C registration document and fresh MoT certificate.

**£120,000 - 160,000**

**€170,000 - 230,000**





327

*The Olympia Motor Exhibition Display Car*

**1934 LAGONDA M45 RAPIDE CLOSE-COUPLED  
PILLAR-LESS SALOON  
COACHWORK BY J GURNEY NUTTING LTD**

Registration no. US 9772

Chassis no. Z11131

Engine no. 8066 (see text)

- One of only six Lagondas bodied by Gurney Nutting and the only pillar-less saloon
- Unique coachwork
- Restored in the late 1980s
- Featured in numerous books on the marque







A copy of the original sales brochure

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

What finer combination of chassis and coachwork can the sporting motorist of 1934 have sought than one bearing the legendary names of Lagonda and J Gurney Nutting? George A Oliver described the 4½-litre Lagondas as skilfully 'making the transition from the big and robust sports car of the early years to the equally robust but suave town-carriage cum road-burner of the later period' and this was especially true of the M45 Rapide, the top-of-the-range model. Quicker and cheaper than the contemporary Bentley, the Rapide incorporated significant improvements over the standard M45 model. The wheelbase was shortened to 10' 3", Girling brakes were standard equipment, the crankcase was RR50 alloy, heavier connecting rods and larger diameter crankshaft bearings were fitted, and a freewheel device was bolted to the T8 gearbox.

A Tecalemit full-flow oil filter was provided for the Rapide together with a Scintilla magneto, while suspension was damped by Girling-Luvax hydraulic shock absorbers and André Telecontrol dampers. At £825 it was significantly more expensive than the standard M45 – perhaps a sales ploy to enable the M45 to be phased out and manufacture of the Rapide to continue at a more commercially viable price.

J Gurney Nutting was a relative newcomer among coachbuilders, enjoying the benefit of a Chelsea address and having the services of A F McNeil, designer par excellence. Their coachwork was almost exclusively of a sporting nature and in 1931 the company was awarded the contract for bodying Sir Malcolm Campbell's 'Bluebird' record car. The marriage of Lagonda engineering and Gurney Nutting coachwork could only be a success.

'US 9772' is unique and believed to be one of only six Lagondas ever fitted with coachwork by J Gurney Nutting. It was specially commissioned for Lagonda's Motor Exhibition Stand No.143 at Olympia in October 1934.





The pillar-less saloon coachwork was finished in two-tone maroon livery and the car was offered at £1,250, making it the most expensive on the stand by a significant margin. Lagonda retained the Rapide as their flagship model for exhibition at The Scottish Motor Show that same year, and the car was registered to its first owner in Glasgow on 5th January 1935. A year or so later it passed to its second owner, a Dr Tweed, who kept the car until 1967. It subsequently passed through the hands of dealer/enthusiast Leonard Potter of Newbury and then found a new home in North America (the Lagonda Club's records list owners in Illinois and California).

In the mid-1980s, 'US 9772' returned to the UK, passing almost unrecognised through 'the trade' before its significance was recognised by Anthony Dady of Brighton, who saved it from the indignity of conversion to a racing special. The Girling brakes and special radiator cap were the clues that identified this rather tired saloon as the rare Rapide model, and further research revealed its Motor Show history.





This is confirmed in correspondence to Anthony Dady from Lagonda Club Registrar Arnold Davey, who remarks, 'I can reassure you that the car is well worth restoration (not that it seems to require much) and when finished will be a unique Lagonda.' Davey also reveals that the car's original engine was numbered 'Z2881'. The engine currently fitted,

Restoration began in 1987, the work being entrusted to Barry Simpson of Totnes, Devon and involving the removal of the body with the timber framework being replaced as necessary, the brief being to retain originality wherever possible. The freewheel mechanism and Jackall system were carefully re-commissioned, while the engine overhaul included fitting hardened valve seats for running on unleaded fuel and re-white metalling the bearings. The restoration culminated in 'US 9772' winning several notable concours d'élégance awards.

In December 2003 the Rapide was offered for sale at Bonhams' auction at Olympia, London (Lot 1076) and was purchased there by respected Irish collector Jim Boland. The current vendor acquired the car in 2010. The elegant close-coupled coachwork is superbly presented in two-tone dark blue/black livery with grey leather upholstery. All period fittings have been carefully retained, the snug interior affording all the comforts for the gentleman driver while the lusty 4½-litre engine and Rapide specification provide the exhilarating sports car performance that made these Lagondas noted for 'the exuberance of their manner of going'.

'US 9772' is recorded in the Davey/May '*magnum opus*', '*A History of the Marque*', in Bird's '*The Lagonda Marque*', and is pictured in Seaton's book on Lagonda. Offered with a very comprehensive history file containing restoration invoices totalling in excess £100,000, 'US 9772' represents a wonderful opportunity to acquire a unique example of the very best of British coachbuilding, gracing one of the finest sporting chassis of its era.

**£130,000 - 160,000**

**€180,000 - 230,000**



328 N

**1972 FERRARI DINO 246GT COUPÉ  
COACHWORK BY PININFARINA**

Registration no. Not UK registered

Chassis no. 03170

Engine no. 246GT 03170

- *Iconic V6-engined Dino*
- *Left-hand drive*
- *Delivered new to the USA*
- *Fully restored in the late 1990s*







'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...' – *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.





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 coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredino Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower 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 246GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, 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 - adequately compensated for the weight gain.





A Targa-top version, the 246GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification. Of the three, the M-series is by far the rarest, being produced during the early months of 1971 only. Changes from the preceding L-series included a 30mm increase in rear track; five-bolt fixing for the road wheels; internal boot release; seat-mounted headrests; and various minor improvements to the engine and gearbox. The final 'E' series incorporated all the changes made to its predecessors together with further improvements to the engine and gearbox and numerous other more minor details.

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. Truly a driver's car par excellence and still highly regarded today.

One of the final 'E-Series' cars, the Dino offered here is a left-hand drive matching numbers example built for the United States market in January 1972. The current vendor bought the Ferrari from European Collectibles of Costa Mesa, California in the late 1990s and had the car extensively restored by them, including a full engine rebuild, as evidenced by detailed invoices on file dating from 1999.

The vendor subsequently imported the car into the Republic of Ireland. Finished in black with black/tan Daytona seats and red carpets, the Dino currently displays a total of 23,822 miles on the odometer and is described by the private vendor as in generally excellent condition. Accompanying documentation consists of the aforementioned invoices, Dino Register printouts and a State of New Jersey Certificate of Title dating from 1975.

**£250,000 - 300,000**

**€350,000 - 420,000**

# RICHARD HAMILTON (1922 - 2011)

Richard Hamilton's seminal 1956 work, *'Just what is it that makes today's homes so different, so appealing?'* established him as one of the founders of the 'Pop Art' movement in Britain. A collage produced for the 'This is Tomorrow' exhibition at London's Whitechapel Gallery, *'Just what is it...'* depicts a modern suburban living room stuffed with the latest consumer 'must haves'. Its occupants are a couple: a bare-breasted woman wearing a lampshade and a Charles Atlas-like musclemán who holds a larger-than-life Tootsie Pop with the word 'Pop' prominent on the label. This work is widely acknowledged as one of the first examples of 'Pop Art', a movement defined by Hamilton as 'popular, transient, expendable, low-cost, mass-produced, young, witty, sexy, gimmicky, glamorous and "Big Business".' The genre's greatest practitioners include the likes of David Hockney, Peter Blake, Roy Lichtenstein and Andy Warhol, and today its legacy can be seen in the art of Damien Hirst, Tracey Emin and even Banksy.

Born in Pimlico, London in 1922, Hamilton left school with no formal qualifications but began attending evening classes in painting at Saint Martin's School of Art before graduating to the Royal Academy Schools. After the war he spent two years at London's Slade School of Art and later began exhibiting at the Institute of Contemporary Arts (ICA). Through his association with the ICA, Hamilton met Roland Penrose and Victor Pasmore, who gave him a teaching post at Newcastle-upon-Tyne that he held until 1966. Among his pupils at Newcastle was Roxy Music founder Bryan Ferry, whom Hamilton later described as his 'greatest creation'. Reciprocally, Ferry has often cited Hamilton's importance in his life saying 'he had great charisma and his eloquence was dazzling ... when he spoke, you felt plugged into all the excitement and beauty of the new "pop age". Richard's work was always remarkably modern.'

The success of 'This is Tomorrow' led to further teaching roles, most importantly at the Royal College of Art where Hamilton influenced both David Hockney and Peter Blake. Active in the Campaign for Nuclear Disarmament, Hamilton produced another of his most famous works at this time, *'Portrait of Hugh Gaitskell as a Famous Monster of Filmland'*, a response to the Labour leader's refusal to abandon nuclear weapons.

Having befriended Paul McCartney, he was invited to design the cover of The Beatles' ninth studio album, *'The Beatles'*. The success of his minimalist monochrome design was such that it has since become known simply as *'The White Album'*. When Hamilton's agent Robert Fraser and close friend Mick Jagger were arrested on drugs charges, he was perfectly placed to depict the moment in a series of prints, starting with the famous *'Swinging London'* (1967) and culminating in *'The Release'* (1972). In recording these events Hamilton revealed himself to be a sophisticated manipulator of the mass media.

Hamilton grew up around luxury motor cars as his father was a demonstration driver for a London car showroom. Cars, and machinery in general, are a leitmotif of his oeuvre, featuring in works such as *'Hommage à Chrysler Corp'* (1957), *'Hers Is A Lush Situation'* (1957) and *'Carapace'* (1954). In 2007, and believed to be one of his last outings in 'RGO 6L', Hamilton acted as judge at the 'Cartier Style et Luxe' day at the Goodwood Festival of Speed alongside his former pupil, musician Bryan Ferry.

There have been countless exhibitions and retrospectives of his work over the years, the most recent of which was on show at London's Tate Modern gallery until May 2014. He has also exhibited at the Guggenheim Museum and the Reina Sofía in Madrid, and has represented Britain at the Venice Biennale. The accolades and awards bestowed upon him are too numerous to list.

It is difficult to overstate Richard Hamilton's influence on British art and design. He is, without question, one of this country's most charismatic and influential artists whose place in art history is guaranteed. Damien Hirst put it best, when discussing the relative importance of 20th Century British artists, when he declared, 'Hamilton is the greatest!'





© Getty images

329

*Formerly the property of Richard Hamilton*

## **1973 PORSCHE 911S 2.4-LITRE COUPÉ**

Registration no. RGO 6L

Chassis no. 9113300884

Engine no. 6331402/911/53

- *Rare, right-hand drive model*
- *The last of the 'old school' 911s*
- *Single family ownership for over 40 years*
- *Fully restored by Clark & Carter*



When Richard Hamilton ordered this Porsche 911S he intended using it on the Continent, visiting his holiday home in the seaside town of Cadaques in the Basque country, north of Barcelona, as well as galleries around Europe, hence specifying it with the optional Lux Pack that included aluminium wheelarch trims, a full leather interior and electric windows. Unadorned by the spoilers or unsightly impact-absorbing bumpers that afflicted later models, the 2.4-litre 911 of 1972/73 is the last 911 retaining the purity of its original conception. Indeed, Hamilton thought that its shapely curves were a 'perfect' design that could not be improved upon in any way. He clearly treasured the Porsche and kept it until his sad passing in 2011.

The build was completed on 1st March 1973 (as confirmed by the Porsche Certificate of Authenticity). Only 56 2.4S coupés were delivered through AFN Limited during 1973 in right-hand drive configuration, making them far rarer than the left-hand drive equivalent (there were nearly 3,000 of those built between 1972/73). It is believed only five or six examples were delivered in this unusual black-on-black colour scheme. A rare 'F-series' example (only 40 were built), very few good matching numbers examples remain today.





This car carries the registration 'RGO 6L', a number which will resonate with Porsche aficionados, placing it alongside a batch of historically important 911 models successfully campaigned by racing drivers such as Nick Faure. The car was delivered by AFN on 29th March 1973 to Richard Hamilton's London studio and home in Highgate. In December 1977, Richard moved to North End Farm, Henley-on-Thames. He used the Porsche regularly and enthusiastically through the 1970s and '80s (it had covered 75,000 miles by 1980!) commuting from his London studio to North End Farm and making numerous overseas trips to visit the galleries with whom he collaborated.

The car was serviced and maintained by AFN, followed by Maltin (the local main dealer), and later by Maltin's chief mechanic, Tony Wright, when he set up his own business in Oxfordshire. Tony recently commented: 'I worked on RGO 6L when I was at Maltin Car Concessionaires, the Porsche main dealer in Henley-on-Thames, in the late 70s early 80s. I remember it well. Mr Hamilton used to bring the car in with his gorgeous Collie dog sat in the passenger seat!'. He continued maintaining the car when it passed to Richard's son and confirmed carrying out a top-end engine rebuild less than 5,000 miles ago, replacing all essential parts as well as fitting a new fuel injection metering unit.





Prior to Richard Hamilton's personal invitation to judge at the Goodwood Festival of Speed *Cartier Style et Luxe* concours event in 2007, the car was serviced at marque specialists Autofarm, who also carried out additional maintenance together with leading experts such as Bob Watson, BS Motorsport and RS Pumps (the car boasts their very last rebuilt injection pump), as the accompanying extensive history file testifies. This documents the car's entire history and contains service bills, maintenance receipts, restoration invoices, all MoT certificates, etc, plus the original owner's manual, wallet, stamped Maintenance Record booklet, key-cards and Porsche's Certificate of Authenticity. The car also comes with its original tool roll and jack, both in excellent condition.

'RGO 6L' remained at North End Farm until it passed into the care of Richard Hamilton's son Rodney. Following Richard's sad passing on 13th September 2011, Rodney continued to drive the Porsche regularly. It remained in Rodney Hamilton's possession until the spring of 2013, at which time, despite still being in very good original condition, the car was entrusted to Clark & Carter, one of Europe's leading specialists, for a 'last nut and bolt' restoration with the primary aim of securing its future.

Multiple concours award-winners specialising in Rolls-Royce, Bentley and Porsche, Clark & Carter embarked on a sympathetic, 'ground upwards' rebuild to concours standards, while at the same time retaining as much of the car's acquired patina as possible. The 911's history and provenance were deemed too important to simply make the car 'as new', and the result is an intoxicating blend of old and new, correct in every detail.

It remains in the stylish black-on-black colour scheme that first attracted Hamilton in the early 1970s. An extensive record of the two-year restoration accompanies the car together with a current MoT certificate and V5C registration document. Following the restoration, Clark & Carter have road-tested the car and confirm it now runs very well in every respect.

Exceptional and correct in every detail, 'RGO 6L' is quite simply one of the finest right-hand drive examples of its type in existence today, with an unparalleled provenance.

**£250,000 - 300,000**

**€350,000 - 420,000**





330

**1968 MERCEDES-BENZ 280 SL  
CONVERTIBLE WITH HARDTOP**

Registration no. WGU 553F  
Chassis no. 11304412000365  
Engine no. 13098012054443

- *Left-hand drive*
- *Delivered new to California, USA*
- *Fully restored in Germany*
- *Automatic transmission*







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

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

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250SL's. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

Delivered new to California, USA, this superb 280SL benefits from a full restoration, which the vendor has been advised was carried out by a specialist in Germany. It is presented in its original factory colour combination of black with tan interior, the latter fully re-trimmed, has the automatic transmission option and comes with a hardtop. The car is offered with MoT to January 2016, V5C registration document and a selection of photographs of the restoration.

**£65,000 - 70,000**

**€92,000 - 99,000**



331

## 1932 ASTON MARTIN 1½-LITRE NEW INTERNATIONAL SPORTS

Registration no. MV 2543

Chassis no. B2/200

Engine no. B2/200

- *Unique factory prototype*
- *1932 Le Mans works team support vehicle*
- *First registered to Lance Prideaux-Brune*
- *Recently re-commissioned after many years off the road*



Listed on the factory build sheets as an 'experimental car', 'B2/200' is the prototype of the New International and what was to become the Le Mans. It was taken to the Le Mans 24-Hour Race in 1932 as the works support vehicle, carrying the tools and spares as documented in *Motor Sport* and Aston Martin 1913-1947 by Inman Hunter, and was retained by the works until December 1932. The car featured in the August 1932 edition of *Motor Sport*, being road tested at Brooklands, and is thought to be the one featured in contemporary advertisements. It was first registered to Lance Prideaux-Brune, the company's financial backer and one of the driving forces behind Aston Martin in the early 1930s.

Founded in 1913 by Robert Bamford and Lionel Martin, Aston Martin has always had motor racing at its heart. Although Aston Martin competed at the French Grand Prix of 1922, it has always been Le Mans where the company enjoyed its greatest success. From its first visit to the legendary track in 1928, Aston Martin has been synonymous with the world's greatest endurance race. In 1932 they won both the 1.5-Litre class and the Rudge Cup, and this car is very much part of that story.

Aston Martin production in the early 1930s was limited (only 27 were built in 1932). Their cars had a reputation for outstanding quality but were expensive. For 1932 they offered two types on the same chassis: a sports tourer, the New International, and the Le Mans sports racer, a copy of the victorious Le Mans cars. The Le Mans proved more popular and over 100 were built over the next few years compared with around a dozen of the New International. The latter was powered by a 1,495cc four-cylinder, single-overhead-cam, dry sump engine breathing through two SU carburettors. In an attempt to reduce costs, Aston Martin purchased the gearbox from Laystall and the spiral-bevel rear axle from ENV. In so doing they managed to shave £120 from the price, bringing it down to a still hefty £475. The gearbox was mounted directly to the back of the engine for the first time in an Aston Martin.

This prototype car's rear axle is an experimental ENV unit and the body is different from that of the subsequent production cars, with deeper side valances over the chassis members and the headlights mounted in the same way as the works racers. In 1932 this car was used as the team tender for Le Mans where, according to *Motor Sport*, 'it arrived carrying more luggage, tools and spares than one would have believed possible for a car of its dimensions'.





Tested by *Motor Sport* at Brooklands and featured in all of the contemporary road tests, 'MV 2543' covered 20,000 miles in its first ten months in the hands of Lance Prideaux-Brune, the London motor dealer who effectively owned Aston Martin at that time. When the car came to be sold at the end of 1932, the factory build sheets state 'speedo put back (9,000m)'. The odometer read 37,801 miles by 1936 when the build sheets record that the car needed some body repairs after an accident.

In the 1950s, 'MV 2543' was owned briefly by two sets of brothers in succession, latterly by Tony and Colin MacEke. Tony owned it first, purchasing the Aston for £175 in 1957 to replace the Austin Seven special he had built the year before. He enjoyed the car, taking it on holiday to Cornwall but soon afterwards his head was turned by a Le Mans model and he sold it to his brother Colin. Colin kept 'MV 2543' for a couple of years but eventually had to sell due to the requirements of a young family. He sold it to Lt Roger Wilmot Bennet of Shrivenham, Wiltshire. The last tax stamp in the old-style logbook is dated 1966, and the three-folder history file contains bills and invoices dating from Roger Bennet's ownership up to 2004 some 44 years later.

The next owner was Bob Anderson, who set about getting 'MV 2543' back on the road. The gearbox was rebuilt in 2000 and the engine in 2009, while the final stage of re-commissioning was orchestrated by Nick Benwell of Phoenix Green Garage. Sadly, the work was not completed in time for Mr Anderson to see it run before he passed away, but in 2013 'MV 2543' returned to the road for the first time in decades.

It is almost unheard of to find a car of this pedigree that is still so wonderfully original and unmolested. Painted red with the black wings in 1963 when it was owned by the MacEke brothers, the New International was dark green before that, while the build sheets show it leaving the factory in black. The factory prototype and works tender to the triumphant assault on Le Mans in 1932, this car is unique and surely no Aston Martin collection can be complete without it. As Aston Martin successfully moves into its second century, 'MV 2543' represents an opportunity to own a significant piece of its early history. It is a delight to drive, as all these early Astons are.

**£110,000 - 130,000**

**€150,000 - 180,000**

332

*From the Maranello Rosso Collection - 'The Little Ferrari'*

**c.1964 ASA MILLE GRAN TURISMO COUPÉ**

Chassis no. 01018

Engine no. (on plate) 173/539

- *Ferrari origins*
- *Rare and desirable*
- *Uniquely presented at the Maranello Rosso Collection*



Autocostruzioni SpA of Milan took on manufacture of this 'Ferrarina' or 'little Ferrari' in 1962. It was in fact Ferrari at Maranello who had – as early as 1958 – produced the twin overhead-camshaft 4-cylinder power unit used by ASA, originally displacing just 850cc. In 1961 the engine was installed in a chassis designed by Giotto Bizzarrini – himself the prime design engineer involved with Ferrari's legendary 250 GTO programme – and the result was in effect a scaled-down GTO, suitably bodied by Carrozzeria Bertone. Ferrari opted not to proceed with the project, which was then acquired by a group of enthusiastic industrialists.

ASA then launched the Mille model in both Coupé and Cabriolet versions, offering disc brakes front and rear while the engine – which has been described as effectively "two-thirds of a Ferrari V12 cylinder bank" – was enlarged to 1032cc. Producing some 84bhp it gave the ASA an impressive 115mph performance.





After two years the Mille was replaced by the ASA Rollbar GT Spider with 6-cylinder 1.3-litre engine, while a 1.7-litre was produced for export. Costs were later reduced by moulding the body in glassfibre, but after around 50 had been made the project ceased in 1967.

This fascinating little Ferrari-originated small-capacity Gran Turismo is pretty, and stylish, and very rare. We understand that it was previously Milan-registered 'MI 505921', and it is offered here complete with old libretto and folio complementare documentation.

The car was on display for many years in the wonderful Maranello Rosso Collection at Falciano, San Marino, and in common with all the other long-term preserved cars that we have offered we recommend specialist inspection and restoration before any serious attempt is made to run it. Here, however, is a Ferrari-originated starlet that could become a surefire small-capacity hit on the International concours circuit...not to mention its attractions for the touring-type rally events that are now so popular. EU taxes have been paid and this Lot is therefore in free EU circulation.

**£55,000 - 70,000**  
**€77,000 - 99,000**



333

*From the Maranello Rosso Collection*

**1959 FIAT ABARTH 750 BIALBERO  
'RECORD MONZA' COUPÉ  
COACHWORK BY CARROZZERIA ZAGATO**

Registration no. Not registered in UK  
(previously registered in Italy: BO 242191)  
Chassis no. 705712  
Engine no. 222010

- *Chronicle history*
- *One of the prettiest Zagato designs*
- *Twin-cam engine*
- *From the Maranello Rosso Collection*



This example of the Fiat Abarth 750 Bialbero 'Record Monza' Coupé starred within the Collezione Maranello Rosso for many years. We have found no record of its early career, but it has been inspected for us by immensely experienced marque experts and they express no doubt that it is a highly original and absolutely authentic example of the type.

Surviving records confirm that it was registered in May 22, 1965, to Alfonso Vallisi of Bologna. There is also some evidence that it had previously been part of the Abarth works team - and there is an inference (unconfirmed) that it is one of the cars which participated in the Sebring 12-Hours before selling to a customer in Taranto, Italy. One Antonello Degli Esposti, of Bologna, is listed as acquiring the car on October 5, 1974. John de Boer's *'The Italian Car Registry'* lists this chassis serial as having originated on October 10, 1959. Fabrizio Violati acquired it on March 11, 2003.

At first inspection this most attractive little Abarth 750 Bialbero's engine proved by hand to turn freely, its cylinder bores look clean and in good condition, and the water pump is also free to rotate within its housing. The power unit thus has the potential to be started with further investigation and work completed to the electrics and fuel system. The clutch system is operating and all gears could be selected. We also found that the braking system is operable but would recommend that it is subject to a full strip and rebuild prior to the car being used.

Its interior has a wonderful 'time machine' feel yet is in remarkably good order. This is plainly a very fine surviving example of this immensely successful and exciting Abarth model. It would provide instant access to many of the world's leading Historic racing and concours events and promises the successful bidder many miles of truly entertaining use. EU taxes have been paid and this Lot is therefore in free EU circulation.

**£50,000 - 70,000  
€70,000 - 100,000**



334

*From the Maranello Rosso Collection*

**1959 FIAT-ABARTH 700 BIALBERO  
'RECORD MONZA' COUPÉ  
COACHWORK BY CARROZZERIA ZAGATO**

Registration no. Not registered in UK  
(previously registered in Italy: GE 253470)  
Chassis no. 764598

- *From the last batch of the Maranello Rosso Collection*
- *Zagato Coachwork*
- *Italian history*
- *Twin-cam engine*



This little Fiat-Abarth 700 twin-cam Gran Turismo is one of the ultimate batch of 'Scorpion'-badged cars to be offered by us after long-term preservation and display within the late Fabrizio Violati's renowned Maranello Rosso Collection museum in San Marino.

There is a considerable documentation file accompanying this charming little Coupe, including the car's original Automobile Club d'Italia Foglio Complementare 'log book' which records its original road registration as being to Paolo Arrighini of Genoa on June 10, 1960, when it was first given the local plate number 'GE 253470'.

Subsequent ownership changes that are recorded within the Foglio and also within the official Carta di Circolazione libretto show that the car spent most of its early life in and around the great port city of Genoa. They include the names of Paolo Bartolomeo Irrigiani, March 16, 1965 - Maria Angela Rivera or Rivana of the Via Cagliari, Genoa, March 22, 1965 - GianCarlo Mori, May 28, 1969 - Carola Boccacini, December 9, 1970 - and Francesco de Matteo April 17, 1974 before the car was acquired at some unspecified later date for the Maranello Rosso Collection.

Bonhams has had the car inspected recently by a leading British specialist in the Abarth marque and it is reported to be in "Generally quite rough condition with incorrect triple gauge on dash, front brake calipers and drive-shafts in front compartment." The car does, however, have what is judged to be a correct Bialbero (twin-cam) engine installed. Like most cars from long term static display in the Maranello Rosso Collection the car will require re-commissioning before returning to the road.

These charming little small-capacity Gran Turismo cars were always giant killers in any multiple-class endurance race entered, but their true métier was in Italian national circuit and particularly sprint hill-climb competition. Here is an opportunity to acquire one of these strikingly stylish Abarth Bialberos at a potentially most attractive price... EU taxes have been paid and this Lot is therefore in free EU circulation.

**£35,000 - 50,000**

**€49,000 - 70,000**

335

*From the Maranello Rosso Collection*

**1968-70 ABARTH 2000 SPORT  
SE014/019 'BARCHETTA ENTROBORDO'  
RACING SPORTS-PROTOTYPE**

Chassis no. SE014-032 (See text)

- *One of the last sports-prototypes offered from the Maranello Rosso Collection*
- *2-litre engine*
- *Sublime looks*



Here we offer one of the last remaining sports-prototype cars from the illustrious Maranello Rosso Collection museum in San Marino. This is certainly a most intriguing Abarth, since the minimal paperwork to have accompanied it from the Collection describes it as a 1968 Abarth SE014, which was essentially highly-successful outboard rear-engined design, yet here we have a car with 1970-style bodywork and which – furthermore – boats the inboard-mounted 'Entrobordo' engine installation of what was known in period as the Abarth SE019 design. The car bears an associated SE014 chassis number – individual identity chassis '032' – and on the solitary piece of documentation available from its former long-term owners, there appears a hand-written annotation that appears to read "ex-Ferri"

The original SE014 design featured the startling-looking 'Cuneo' or 'wedge'-shaped Abarth sports-prototype body design. That model emerged in 1969 and was heavily influenced by the demonstrable aerodynamic performance of the Lotus Type 56 gas-turbine engined Indianapolis single-seater Speedway cars of 1968. Design was by Abarth's long-faithful chief engineer Mario Colucci, a long-time advocate of central engine mounting ahead of the rear axle line in direct conflict with the philosophy of his boss, Carlo Abarth, who always preferred overhung outboard engine mounting, behind the rear axle.





In general, it was yet again the Boss's views that prevailed in the first of the Abarth 'Cuneo' series of sports-prototype cars – the overhung-engined 2000 SE014 introduced early in the 1969 season.

In fact Colucci designed that car as a development of the successful 2000 Sport Spider SE010's multi-tubular spaceframe chassis, and then clothed the end result in the newly-conceived 'Cuneo' or 'wedge'-shaped body form.

Power was provided by Abarth's familiar 1,946cc 4-cylinder 16-valve twin-overhead camshaft racing engine, producing a mighty 250bhp at 8,700rpm. The bodysell was hand-fashioned in-house at the Abarth Corso Marche factory by resident panel-basher Giuseppe Manera. Overall weight was listed as only 560kg – 1,235lbs – and, driven by hill-climb specialist Edoardo Lualdi Gabardi – the works car challenged former Abarth star Peter Schetty's latest factory Ferrari 212E Montga flat-12 for the year's European Mountain Championship title.

Into 1970 the SE019 'Entrobordo' model emerged and it won upon its International debut at Ricard-Castellet in France driven by Mario Casoni. The Fiat-Abarth 2000 Sport Spiders of Ed Swart and 'Pogo' followed Casoni home for a marquee 1-2-3 finish.

We have had the car inspected by a leading British Abarth specialist who comments: "This mid-engined version may well have a significant history. It appears to have the correct 2000 engine and transmission installed. It appears generally correct although some parts are missing (including the exhaust 'stinger', fuel-injection trumpets and injectors/hoses). Overall, the car's presentation is rather rough - its gear linkage is broken – and the car requires a good deal of work in restoration".

As with any ex-museum display machine offered by Bonhams, we recommend expert technical inspection and preparation before a new owner attempts to run the car, but we would commend it to the market as a potentially front-running Historic 2-litre sports-prototype and – most certainly – as an exotic Abarth offered here only one-stop removed from extremely long-term ownership in one of the world's most prominent of all private, personal Collections. EU taxes have been paid and this Lot is therefore in free EU circulation.

**£90,000 - 120,000**

**€130,000 - 170,000**

**END OF COLLECTION**

**1973 PORSCHE 911S 2.4-LITRE COUPÉ**

Registration no. NVV 73  
 Chassis no. 9113301078  
 Engine no. 6331688

- *Matching numbers example*
- *Left-hand drive model sold new in France*
- *175 miles since full restoration*
- *Porsche Certificate of Authenticity*



This left-hand drive 2.4-litre Porsche 911S was delivered new to Paris, France and remained in that country until 2014. The second owner had sold it in November 2009 to specialist Porsche restorer Special Auto in Paris, who carried out a 'last nut and bolt' restoration over the next few years. The car was then marketed for sale on behalf of Special Auto by classic Porsche dealer Automobilia in Reims, from whom the most recent (third) owner purchased it in June 2014. A copy of the French Carte Grise and documents showing each transfer of ownership are in the history file.

Upon arrival in the UK in June 2014, the car was inspected by the respected classic Porsche expert Peter Morgan, whose detailed report is on file together with a large collection of photographs. It was then delivered to Autofarm for a further inspection. Between Peter Morgan and Autofarm, all significant faults or deviations from authenticity were uncovered. Autofarm were immediately instructed to carry out whatever remedial work was necessary to ensure the car is to the correct original specification and fault-free (invoices detailing all of this work are in the history file). At the conclusion of the work at Autofarm in Autumn 2014, the underside was thoroughly protected against corrosion with clear Waxoyl, and the car professionally detailed inside and out.

We are advised that the paintwork is flawless and machine-polished to perfection. The odometer was reset at time of restoration and currently displays a total of only 175 miles.

It should be noted that the accompanying Porsche Certificate of Authenticity states that the interior was originally black leatherette with standard seats, but it has now been upgraded to the more comfortable and attractive sport seats, freshly re-trimmed in black leather. This is the only deviation from the car's original specifications, highlights of which include Sepia Brown paintwork, electric windows, tinted glass, Koni shock absorbers and an 85-litre fuel tank.

The Becker Europa radio has been fully restored, incorporating an auto-switching iPod connection, and the car also comes with a pair of through-grille driving lamps (with yellow lenses). New headlamps have recently been fitted to UK spec but the French-spec headlamps (almost new) also accompany the car.





Although there is relatively little paperwork relating to works carried out in France prior to the car being imported to the UK, this is more than made up for by Peter Morgan's very comprehensive inspection report and the further detailed inspection and paperwork from Autofarm, which between them document every aspect of the car, illustrated with photographs at all stages (see history file).

The fact that all significant faults found by Peter Morgan and subsequently by Autofarm have been corrected means that this car is a totally 'transparent' and worry-free proposition for the fortunate next owner. Offered with a V5C document and current MoT, 'NVV 73' now presents as a truly exceptional and beautifully restored example of the very desirable 2.4-litre Porsche 911S.

The car comes with its original 'green dot' Bilstein jack; a complete tool kit in original pouch (even including the original Pudenz spare fuse kit); two matching sets of original red and black keys; card stamped with chassis number and key code; original leather key pouch; original tyre compressor and space saver wheel in full working order; and a maroon wallet containing the owner's handbook (English version, original), Guarantee and Maintenance book and Technical Specifications booklet (1973 version).

**£150,000 - 190,000**

**€210,000 - 270,000**



337 N

**1987 FERRARI TESTAROSSA COUPÉ  
COACHWORK BY PININFARINA**

Registration no. not UK registered  
Chassis no. ZFFAA17B000071207

- *Iconic model*
- *Left-hand drive*
- *64,000 kilometres from new*
- *Netherlands registered*







'There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name.' - *Motor*.

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, the latter now boasting 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. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before.

This example of the legendary Italian supercar has covered 64,000 kilometres from new and has had the same owner for the last 15 years. The car is described by the vendor as in generally good condition, and 'mainly original' with regard to its paintwork and upholstery. Currently registered in the Netherlands, it comes with books, tools, spare timing belts and a file containing service history records.

**£75,000 - 100,000**

**€110,000 - 140,000**

**1964 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE COUPÉ**

Registration no. not UK registered

Chassis no. 890180

Engine no. RA5761-9

- *Delivered new in the USA*
- *Left-hand drive*
- *Recently completed restoration*
- *Matching numbers car*



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

Gregor Grant's words, penned more than a half century ago, are every bit as true today as they were then. Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was nevertheless a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type; indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward subframe that supported the engine. The rear suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150 whose durable four-speed Moss gearbox it retained.





Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

Left-hand drive chassis number '890180' was delivered new in March 1964 via Jaguar Cars, New York, USA and first owned by one J O LaFlage. The accompanying Jaguar Heritage Certificate confirms that the car retains matching chassis and engine numbers, and reveals that it was originally finished in black with red interior. While the car was in the USA, the last owner there commenced a restoration, only to run out of money with the task incomplete. The body, interior, brightwork, wheels, tyres, etc had been done before the E-Type arrived in the UK, where it was completed by TT Workshops of Westbury, Wiltshire. TT Workshops either replaced or refurbished the suspension, brakes, shock absorbers, road springs and exhaust system, and the car now presents very well and is said to drive beautifully. The restoration was finished earlier this year. Import duties have been paid and the car comes with a current MoT certificate.

**£70,000 - 80,000**

**€99,000 - 110,000**



**1937 ASTON MARTIN 2.0-LITRE 15/98 TOURER**

Registration no. DAF 659

Chassis no. D7/766/LT

Engine no. D7/766/LT

- *One of only 24 four-seat tourers*
- *Well documented ownership*
- *Excellent restored condition*
- *Benefiting from recent works by Ecurie Bertelli*



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

The example offered here, chassis number 'D7/766/LT', is one of only 24 four-seat 15/98 tourers made. The car was supplied new on 17th April 1937 via Lancelot Prideaux-Brune's Winter Garden Garage in London's Pancras Street to Mrs Cicely Ethel Wilkinson of St Minver, Cornwall. A former Aston Martin board member and founding committee member of the Aston Martin Owners Club, Prideaux-Brune owned an estate in Padstow, Cornwall and may well have known his lady customer socially.

The intrepid Mrs Wilkinson, who had not only learnt to fly during the Great War but also drove ambulances on the Western Front, kept 'DAF 659' until May 1938. It is known to have belonged subsequently to John Glaisyer, Frank Scrase, David Brister, Duncan Andrew and A W F Simmonds before coming into the ownership of the Hollinshead family, who kept the Aston in barn storage for some 37 years.

The immediately preceding (eighth) owner acquired the car at a UK auction in 2003, whereupon it was despatched to Simon Hawkes Restoration of Easton-in-Gordano, Avon for a thorough 'ground upwards' restoration. Using parts supplied by marque specialist Ecurie Bertelli, the engine was comprehensively overhauled, incorporating an up-rated EN40 billet steel crankshaft, Arrow con-rods and 1½" SU carburettors together with a new camshaft, valves, big-end bearing shells, timing chain, Omega high-compression pistons plus reconditioned water and oil pumps, etc. A modification made in the 1960s, the Jaguar four-speed manual gearbox was retained but with the addition of a competition overdrive switch and a new clutch. Orson Equipment supplied new front, rear hubs and drive shafts, while Ecurie Bertelli renewed the kingpins and provided five new 17" wire wheels.





The interior was re-trimmed by J Krych, Adrian Sidwell overhauled the instruments and S&T Plating were responsible for refurbishing the brightwork. The restoration took some three years to complete at a cost of around £83,000 and is documented by a video on memory stick (included). Since completion, 'DAF 659' has undertaken numerous enjoyable runs to destinations including Brittany, Normandy and Goodwood for the Revival meeting.

The Aston was subsequently offered for sale following the sad passing of its owner and was acquired by the current vendor in December 2013. Since acquisition it has been back to Ecurie Bertelli for additional works to the engine and brakes, which were completed in February 2015 at a cost of £8,247 (bill on file). Described by the private vendor as in generally excellent condition, the car is offered with an extensive history file containing the original old-style logbook (a rare find), copy build records, numerous restoration/maintenance invoices and a V5C registration document.

This is an exceptional opportunity to acquire a very rare example of this prestigious and highly desirable marque that would make an important addition to any serious Aston Martin collection.

**£120,000 - 150,000**

**€170,000 - 210,000**



340 Ω N

**1998 MERCEDES-BENZ CLK GTR ROADSTER**

Chassis no. WDB297397Y000008

- *One of only six CLK GTR Roadsters made*
- *The only black-finished example*
- *Owned until 2014 by Mercedes-Benz*
- *8 kilometres from new*









A legend in its own - relatively short - lifetime, the car offered here is the first example built of the fabulous Mercedes-Benz CLK GTR Roadster, an even more exclusive, limited edition, open-topped variant of the already super-exclusive CLK GTR Coupé with which Mercedes-Benz had re-entered international sports car racing in 1997. At the time of its introduction the CLK GTR Roadster was the world's most expensive 'production' car with a price tag of \$1.5 million, a figure exceeded only recently by the Ferrari FXX.

Mercedes-Benz's decision to switch from touring to sports cars had been taken at the end of the 1996 season, leaving precious little time to develop a challenger for the FIA's new GT Championship. The latter's regulations stipulated that 'GT1' category cars had to be production based, and although the racer used the same 'CLK' designation as the existing road car, it was in fact all new. Development was entrusted to Mercedes-Benz's official performance division, AMG. Amazingly, just 128 days after design work had commenced in December 1996, the first Mercedes-Benz CLK GTR took to the track at Jarama in April 1997 for its initial test.





Like Porsche's 911 GT1, the CLK GTR bore a passing resemblance to its road going namesake - the front-engined CLK saloon - but was mid-engined and powered by an SL600-based 6.9-litre V12 producing 600bhp. Mated to a transverse six-speed sequential gearbox, the engine formed a stressed member of the chassis, supporting the rear suspension. The monocoque tub itself was constructed of a mixture of carbon fibre and Kevlar. Unsurprisingly, M-B failed to get the road version homologated in time, but were allowed to race anyway, a dispensation that angered its rivals. The CLK GTR first won at the Nurburgring in June 1997, going on to win five more of the 11 rounds to take the GT Championship in its debut year. With a new CLK LM (Le Mans) waiting in the wings, the CLK GTR raced just twice in 1998, winning the GT Championship's first two rounds at Oschersleben and Silverstone, before being retired from active duty after little more than a season's racing, but with an impeccable record.

During 1998 and 1999, Mercedes-Benz duly completed 25 road going CLK GTRs. These closely resembled the racing version but developed 'only' 550bhp and dispensed with the racer's separate rear wing in favour of a body-integral design. They were also better equipped and kitted out with more creature comforts than the Spartan racer. With a headline-grabbing price tag of over \$1,000,000, the CLK GTR's exclusivity was surpassed only by its stupendous performance.

In 1999, Daimler Chrysler acquired its long-time collaborator AMG, renaming it 'Mercedes AMG GmbH'. At the same time, AMG co-founder Hans-Werner Aufrecht set up HWA GmbH in AMG's hometown of Affalterbach, Germany to continue the company's racing activities. HWA's first car was the ill-fated Mercedes-Benz CLR sports prototype, and since M-B's withdrawal from international sports car racing the firm has built and runs cars in the Deutsche Tourenwagen Masters (DTM) series.



It was HWA that conceived the idea of using six spare CLK GTR Coupé chassis to create the ultimate roadster by the simple expedient of removing the roof and installing two roll-over bars and additional strengthening. The Roadster improved on the Coupé's specification in other ways too, boasting an engine up-rated to 640bhp (40 horsepower more than the racer) and a Formula 1-style, sequential six-speed transmission controlled by paddles on the steering wheel.

One of only six CLK GTR Roadsters ever made, this car was owned by Mercedes-Benz and kept in Stuttgart until it was sold to the current owner in 2014. Prior to delivery the car was fully serviced by the factory (new fluids, belts, seals, gaskets, etc) and given eight new wheels and tyres.

Presented in effectively new condition, having covered only 8 kilometres, it is the only one of the six roadsters to be finished in black. Accompanying documentation consists of German registration papers. An almost certainly once-in-a-lifetime opportunity to acquire one of the rarest Mercedes-Benz models of modern times.

Should the vehicle remain in the EU, local import taxes of 20% will be applied to the hammer price.

**£1,400,000 - 1,800,000**

**€2,000,000 - 2,500,000**





341

## 1979 RANGE ROVER 'CLASSIC' 4X4 ESTATE

Registration no. BOM 437V

Chassis no. 35659527G

Engine no. 34129727

- *Early two-door 'Classic' model*
- *Only two owners and 5,635 miles from new*
- *Outstandingly original*
- *Recently re-commissioned after 34 years in storage*



Registered to the first owner for 34 years, this outstanding 'Classic' Range Rover was dry stored from 1982 to 2013 when it was purchased by the current (second) owner, who then re-commissioned the vehicle using genuine Land Rover parts. Un-restored and exceptionally original, 'BOM 347V' presents as a virtually new car today. The spare wheel and tyre has never been used, neither has the complete and intact tool kit, and the car even sits on its original tyres.

The Arctic White paintwork is unmarked; the underside still carries its original factory-applied Waxoyl; and the factory-applied PDI stickers and markings are still in place. The 'Rangie' also carries several of its original paper stickers, applied during the manufacturing process, suggesting that it has seen very little rain in its 36 years and indicating how well it was stored. It has never been fitted with a tow bar, unlike so many of its fellows, and probably has never been off road.

The under-bonnet area is likewise original, un-restored and in virtually 'as new' condition, complete with all of its factory-applied PDI stickers and customer advice notices. Similarly, the tan velour interior appears brand new and factory fresh, with no signs of any wear whatsoever. The boot is fitted with a soundproofing mat that sits on top of a stainless steel cover on the floor. When this area was vacuumed, lots of metal swarf was discovered where the cover had been drilled at the factory, suggesting the car had never been cleaned in that area.

'BOM 437V' still retains its original tax disc holder and rear window sticker, and comes with its original 'Passport to Service' book with one stamp applied by Henlys of London, the supplying dealer. With only 5,635 miles showing on the odometer, this must be the most original and lowest mileage two-door Range Rover to come to the market in decades. Quite exceptional and a real collector's piece, it is offered with MoT to May 2016.

**£40,000 - 50,000**

**€56,000 - 70,000**



342

## 2009 MINI MARGRAVE 50 SALOON COACHWORK BY WOOD & PICKETT LTD

Registration no. X688 ROO

Chassis no. SAXXNPA2E1D 188143

Engine no. 12A2LK70383094

- *Unique hand built model*
- *Constructed using a new British Motor Heritage bodyshell*
- *One owner from new*
- *Only 12 'delivery' miles recorded*



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

This Wood & Pickett Margrave 50 was built in 2009 to celebrate the 50th anniversary of the Mini's introduction in 1959. Intended as the first of up to 50 examples, this car is the only one made. It was constructed using a new British Motor Heritage 'Sports Pack' bodyshell, prepared and finished in one of the Margrave limited edition colours, in this case Rosso Corsa with hand painted contrasting coachline.

In addition, the entire under-body was treated with stone chip and rust resistant material. The sumptuous interior is upholstered in Parchment leather throughout with contrasting body-colour piping, additionally featuring West of England cloth headlining; Margrave dashboard with '50 Signature' instruments; Moto-Lita steering wheel; and leather-bound woollen carpets.

The engine is the 1,275cc twin-point fuel-injected unit with the four-speed manual gearbox. Other noteworthy features include black powder-coated sub-frames and suspension components; servo assisted brakes with 8.4" front discs and rear drums; Sports Pack wheelarches; and 7"x13" alloy wheels shod with 175/50x13 low-profile tyres. On completion, the Margrave was registered with the identity of the donor car (a 2000 Mini Cooper) and the purchase receipt on file shows that the vendor paid over £20,000 for it. Additional documentation consists of a specification list, current MoT certificate and a V5C registration document. With only 12 'delivery' miles showing on the odometer, 'X688 ROO' represents a wonderful opportunity to acquire a unique, hand built Mini in effectively 'as new' condition.

**£15,000 - 20,000**

**£21,000 - 28,000**

343 \*

*Offered direct from the Williams Grand Prix Reserve Collection  
The ex-Thierry Boutsen, ex-Riccardo Patrese, 3rd place US Grand Prix*

## **1990 WILLIAMS-RENAULT FW13B FORMULA 1 RACING SINGLE-SEATER**

Chassis no. FW13B-07

Engine no. RS02-129

- Beautifully presented
- Grand Prix history
- Podium placing
- Impeccable provenance



Thierry Boutsen in FW13B-07 en-route to 3rd place at the 1990 United States Grand Prix.  
© LAT Photographic



This beautifully presented Formula 1 Williams-Renault FW13-series car was the ultimate development of the first Renault V10-cylinder World Championship contender to be penned by Williams Technical Director Patrick Head and his well-drilled and intensely capable staff. The all-new original FW13 design had been created specifically around the innovative 67° V10-cylinder 3.5-litre Renault RS1 racing engine, and had appeared late in 1989 to contest the last four Grands Prix of that season.

Williams Grand Prix Engineering Ltd's chief designer on the project was Enrique Scalabrini – working under Patrick Head's direction - and with aerodynamics by Eghbal Hamidy, the FW13 featured a moulded carbon/Kevlar composite monocoque chassis notably more slender than the preceding Judd V8-powered FW12 model.

Initially it mated the French V10 engine to a transverse Williams/Hewland six-speed transmission, and featured double wishbone suspension front and rear. The tub's low front-end permitted the pushrod-operated front suspension spring/damper units to reside above the drivers' knees, while the original longer-term intention was for the car to run Williams's updated computer-controlled reactive suspension in 1990. The new car also featured small sidepods, lowline nose and a flattened oval engine airbox intake. It was a very attractive design.

As driven late in 1989 by Riccardo Patrese and Thierry Boutsen, the new Williams-Renault FW13 naturally took time to become competitive. By the end of the year, however, a prolonged test session with Patrese at Estoril had improved its handling significantly. Patrese led Boutsen to finish 2nd and 3rd in the Japanese Grand Prix, before in rain-drenched Adelaide Thierry Boutsen won the Australian GP, with Patrese third.

Much was thus expected from the Williams-Renault FW13B for 1990, this 'B-Spec' featuring aerodynamic and rear suspension advances, plus Renault's more powerful RS2 V10 power unit.

This particular car, chassis 'FW13B-07' was raced four times during 1990, being driven twice each by Thierry Boutsen and Riccardo Patrese. The best result for '07' came in the 1990 US GP in Phoenix, where Boutsen finished a fine 3rd behind the duelling Ayrton Senna and Jean Alesi.

At Interlagos, Brazil, Boutsen and Patrese qualified their FW13Bs 3-4, ahead of the Ferraris of Nigel Mansell and Alain Prost. In the race there, Boutsen's aggressive style pressed Senna's leading McLaren intensely – until the 30th lap - when the Belgian driver locked the car's brakes over a bump entering the pit lane, slid into Williams mechanic Richard Ford and then struck one of his own waiting fresh wheels. Ford was unharmed but the '07' required a new nose. Poor Boutsen finished 5th in a race he could well have won.





It was then Boutsen's spare car in Canada, France, Britain, Germany, Belgium and Portugal, and Patrese's spare in Mexico, Hungary, Italy and Spain, before he raced it in Japan and Australia. At Suzuka he finished 4th, losing a podium place in a late stop for tyres. In Adelaide, he battled for 3rd place before an incident dropped him to 6th. Meanwhile, Patrese and Boutsen had won in sister FW13B cars at Imola and in Hungary.

The car is offered in excellent aesthetic condition, liveried as Canon Williams. It is effectively complete, save for the Magenti Marelli electrical boxes and, although the car is equipped with an extremely rare but genuine period Renault V10 engine, it is not currently running. It will however, be supplied with a certificate of authenticity signed by a senior team member and include a file of documentation including a representative selection of original engineering records and period photographs. These were highly significant cars in the glittering history of the Williams Formula 1 team and, as offered here, with impeccable provenance – direct from Williams Grand Prix Engineering Limited's Reserve Collection. Today's auction represents the very first time this car has been released for Sale to the public. It is a genuine race car with Formula 1 Grand Prix – and indeed podium – history from one of the golden eras of a truly respected and admired team.

Please note this Lot will be subject to VAT at 5%.

**£90,000 - 120,000**  
**€130,000 - 170,000**



344 N

35.000kms from new

## 1958 MERCEDES-BENZ 300SL ROADSTER

Chassis no. 198.042-8500212

Engine no. 198.042-8500219

- *Iconic model*
- *Delivered new to Guatemala*
- *Left-hand drive*
- *Maintained by specialists regardless of costs*









Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300SL was on its way to becoming part of *Motor Sporting* legend. The first racers were open-topped but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.

Launched in 1954, the production 300SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line.





Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear. It was, arguably, the world's first supercar.

Tested by *Road & Track* magazine in 1955, the 300SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. Clearly the 300SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Conventionally doored, the 300SL Roadster was first exhibited at the Geneva Salon in May 1957 and would outlive the Coupé by several years. The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles.

The Roadster's neutral steering characteristics received fulsome praise from *Road & Track* in its 1958 road test. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300SL Roadster one of the fastest convertibles of its time. *R&T* concluded: 'There is no doubt that the 300SL roadster is a truly great dual-purpose sportscar, equally at home in traffic and the open road, or on the track,' words that remain equally true today.

A letter on file from Gerry Porter (the well-known dealer and 300SL marque specialist) reveals that he sold this Roadster to the previous owner and well-known Mercedes-Benz collector, José Antonio Ferreira de Magalhaes of Vizela, Portugal in 1981.







An excellent example when sold, the car was registered in the UK at that time as 'WLP 258M'. The 300SL remained in its owner's fine collection until purchased by the current vendor in 2004, since when it has been kept in his motor house. At time of purchase the odometer reading was noted to be a little under 30,000 kilometres, and the vendor was told that the car had seen little use while in the collection and the total was correct. The current reading is 34,500 kilometres and we are advised that the engine has never been apart.

In recent years the 300SL has seen sparing but regular use, taking part in the Tour of Spain and several 'local' rallies. It has been maintained by the highly respected Lisbon-based classic car specialist Freixo Classics regardless of cost and has just been serviced by them prior to sale. They re-trimmed the interior several years ago and fitted a new hood in dark red. It is noted that disc brakes have been fitted.

Presented in excellent condition, the car comes complete with Becker Mexico radio (working); fitted luggage by Karl Baisch; the desirable factory hardtop; tonneau cover; tools and jack; and copy owner's manual and parts list. Accompanying documentation consists of a FIVA Identity Card, copy build sheets and Portuguese registration papers.

**£800,000 - 1,000,000**  
**€1,100,000 - 1,400,000**

345 \* N

*The ex-Haddon/Vivian, Alpine Rally class-winning*

## 1954 JAGUAR XK120 COMPETITION ROADSTER

Registration no. RJH 400

Chassis no. S661165

Engine no. F2111-8S

- Important in-period competition history
- Sympathetically restored
- Long term ownership



'Haddon and Vivian drove prudently - in the 1954 Alpine Rally - sacrificing many road marks; but they were rewarded with a win in the over 2.6-litre class ... one of the last competitive international rally performances for a Jaguar XK120...' - Andrew Whyte, *'Jaguar Sports Racing & Works Competition Cars from 1954'*, Haynes, 1987.

Registered RJH 400, chassis number S661195, was acquired new for £1,694-2s-0d. by Eric Haddon, a keen amateur rally driver, in February, 1954. Haddon of Wealdstone, north-west London and his Austrian-born co-driver Charles Vivian had several important international rally successes that year, which was impressive considering that they were privateers and the XK 120 had been announced some six years earlier.

This 120, one of 1,175 RHD cars built and one of the very last, was prepared for competition in-house by the Jaguar works for these events, including what has been described as a factory-solution to the problem of the low dual exhaust system on the 120 by having the pipes exit through two holes in one of the rear wings (fenders). The car was, apparently, modified like this when new. There was also a boilerplate sump guard fitted. The suspension was modified and C-type-specification additions included a close-ratio gearbox.

Other modifications included bonnet louvres, quick-fill fuel cap, aluminium fuel tank, extra dashboard lighting and a radiator blind. The rally entries were handled by 'Lofty' England, no less.

In April '54 Haddon and Vivian took part in what *The Motor* magazine described as, "The toughest Tulip Rally". Of 211 starters, only 128 completed the 2,100-mile route, which led from seven starting points to the Nürburgring, then through Western Germany, the Saar, the Jura, the Alps, the Massif Central and back through the Vosges, Luxembourg and the Ardennes to Holland and the finish at Noordwijk aan Zee. Only 44 cars completed the road section without loss of marks.

Of the seven starting points, Haddon and Vivian chose Le Havre as did the majority. Following a number of special sections came three eliminating tests on the Ballon d'Alsace, a speed hill-climb, a speed downhill-climb, and an acceleration and braking test — also downhill. Haddon was second fastest Jaguar with a time of 7 minutes 39 seconds but fastest overall, just eight seconds quicker, was a certain David Murray of Ecurie Ecosse fame.







Haddon and Vivian on the 1954 Alpine Rally

*The Motor* had this to say about day three, the Nürburgring section day. "At first light - 5 am - the big sports cars were again lined up in front of the start, facing north, for the course was to be covered anti-clockwise to avoid giving an advantage to those with knowledge of the circuit." The Haddon 120 was specifically mentioned by the magazine..... "At the Col du Pins speed hill-climb, Haddon and Vivian put up an excellent performance on this multi-hairpinned ascent, finishing second fastest, just two seconds adrift of the leading Porsche, after 4.3 miles."

"A cloudless dawn," commented *The Motor*, "came upon a surprising scene in the story-book city of Luxembourg. One special stage remained, the 'Route of the Thousand Curves' in the Ardennes, and then easy motoring to Eindhoven and Noordwijk where the cars must be placed in the closed park until Friday's speed test on the Zandvoort circuit.... and a welcome at the Philips factory which included free electric shaves."

The final day consisted of a series of races, in classes, for the remaining competitors. *Autosport* noted that, "Class leader Eric Haddon had the most ghastly luck, when his XK 120 broke a throttle rod on the line" and so Haddon and Vivian were pipped by a Salmson and had to be content with second in class.

Next event was the classic Alpine Rally of the same year. Run in cool and showery weather, over a route modified to avoid snow- and flood-blocked roads, the event had 82 starters, 37 finishers and 11 winners of Alpine Cups for penalty-free runs. Stirling Moss driving a Sunbeam Alpine, won a coveted golden Alpine Cup for his third successive penalty-free performance.

From an afternoon start at Marseilles, the route ran northwards through the night across the passes that adjoin France's eastern border. Then came a run across Northern Italy along the southern fringe of the Alps, which culminated around mid-morning with a crossing of the Vivione Pass from Schilpario to Berzo. Hitherto lacking either the fame of the Alpine high roads or the infamy of the Gavia Pass, this mountain by-way caused plenty of trouble. One non-competing car was hit repeatedly before being finally swept off the road!

Snow prevented the Gavia Pass being used and an avalanche barred the Stelvio. In attempting to overtake another car, Sheila van Damm hit a bridge, more to the detriment of the bridge than the heavy Sunbeam Alpine.





The next test involved a 1½ kilometre run on a closed autobahn with flying start and finish. According to *Autosport* it was raining “stair-rods” and there was at least an inch of water on the autobahn. John Gott wrote in the same magazine, “There were some amused smiles when Hal O’Hara Moore and co-driver (Gott himself) lowered the hood and erected a diminutive aero-screen on the Frazer Nash and then got wetter and wetter as they awaited the starter’s signal. The smiles became rather wry, however, when the ‘Nash bellowed away in a cloud of spray to record 33.2 seconds (approx. 101.2 mph), a time only beaten by the XK 120 Jaguars of Scott and Haddon.”

The route took the crews over a number of spectacular passes including the Giovo, about which John Gott (who was later to become Chief Constable of Northamptonshire) remarked, “The view from the top of this pass is possibly the most magnificent in the Dolomites, stretching deep down into the blue depths of the valley where the whitewashed houses look like children’s toys. It is, however, one of the misfortunes of the Alpine that these views almost invariably coincide with a surface like ball-bearings on ice on which the driver is too busy trying to control his car, and the passenger too busy trying to estimate if his efforts are likely to be successful, for them to appreciate these beauties.”

Over the Cayolle, fortunes changed dramatically in the unlimited class where Scott and Cunningham alone were un-penalised in the ex-Appleyard Jaguar (RUB 120). On the climb the rear spring broke, and as the Flower/McMillan Austin-Healey, then lying second, stormed past, Scott shouted, “It’s all yours.” Scarcely were the words out of his mouth when the Healey’s steering broke-up, and the Haddon/Vivian Jaguar, which had lost many marks by now, took over first place in the class, an eventuality which they honestly admitted that they never expected to happen.

The event was concluded with a timed slalom test. A Morgan made fastest time and *The Autocar* noted that, “Raymond Flower earned applause for his capable but terrifying performance in the one-wheel steering Austin-Healey. Haddon’s Jaguar XK 120 did a fine run in 30.4 seconds”, and so finished as winners in the unlimited class.

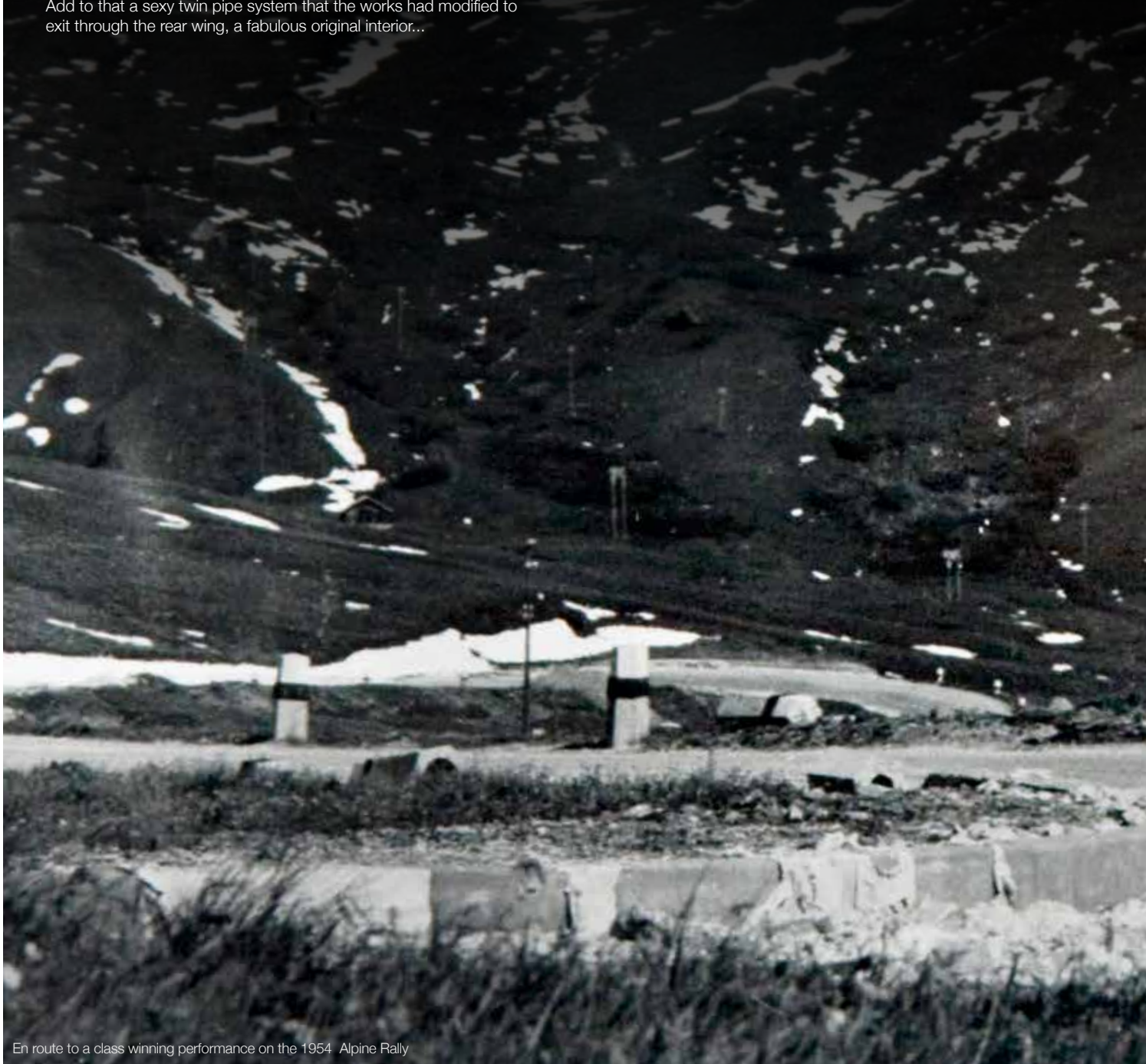
Next known event was the MCC Round Britain Rally in November 1954. Haddon took a win in the class for open sports cars over 2600cc. Haddon is said to have raced two XK 120 roadsters but, as far as is known, the other OTS has never been identified. He raced at Snetterton in March 1955, winning the over 2700cc sports car race, presumably in RJH 400.

After such epic competition Haddon subsequently sold RJH to a Dr Watchman of Liverpool, who is said to have used it on his daily rounds, before it passed to a Liverpool dealer in about 1973 from whom Mike Ridley of Shropshire purchased it. More recently, Mike wrote about his various cars in the XK Club magazine.

"My next 120 was probably the best Roadster I have driven until very recently. RJH 400 was Eric Haddon's 1954 Alpine and Tulip rally car and was a very special machine. I purchased it from the second owner, Dr Watchman, via a garage in Liverpool, for the not inconsiderable price of £1,650. RJH was a revelation. A wonderful engine, superb positive steering and stoppers that really worked. Add to that a sexy twin pipe system that the works had modified to exit through the rear wing, a fabulous original interior...

"I sold it in 1974 to Cedric Brierley, immediately regretted doing so, and bought it back again on 25th October 1974 for £2,100! I had the car repainted, changing the colour from BRG back to the original OEW. I competed with the car in one or more sprints at Curborough in 1975. As I wanted something more competitive for circuit racing, I sold the car to Kevin Donnelly in 1975."

Ridley also states, "Spoke to Eric Haddon on the phone in November 1974. On the 1954 Tulip Rally they won two trophies but ... Eric had unfortunately been burgled and his trophies stolen. He also told me Michelin provided a new set of tyres for the Alpine Rally which were bald at the finish after 2300 miles!"



En route to a class winning performance on the 1954 Alpine Rally



Donnelly sold RJH at a Christie's (UK) auction in April 1983 (a 27-year old Robert Brooks handling the Sale. James Knight, still a furniture porter, not joining the motor car department until a year later.....) for what was described as a record price. It was featured in the UK magazine *Thoroughbred & Classic Cars*, March 1987. The car was then sold again at a Brooks' auction at Olympia, London, in November 1992, acquired by Robert Clark, a Kiwi domiciled in the UK at the time. It was imported into New Zealand in 1994 and has been owned by Robert Clark ever since. By 2003, RJH was undergoing a full restoration at Auto Restorations of Christchurch, completed in 2005.

"I have very fond memories of driving RJH 400," states motoring author and Jaguar historian Philip Porter, "though it was a wet day and we had the soft-top erected and side screens in place – not ideal. The car drove superbly and the rallying history makes this a very special 120."

A substantial file accompanies the car, including letters from Mr Haddon, numerous copies of relevant press cuttings, sundry restoration invoices and an old-style UK logbook. Overall, this is a most attractively presented and original Jaguar XK120 with an impressive competition history.

Please note that the Lot will be subject to the reduced import rate of 5% if remaining in the EU, and that an application to DVLA will be required to repatriate the registration number RJH 400 to the car.

Bonhams is grateful to Jaguar Historian and Author, Philip Porter, for his assistance with this catalogue description.

**£240,000 - 280,000**

**€340,000 - 390,000**



346 \* N

*The ex-J C Douglas*

## **1923 ASTON MARTIN 1½-LITRE SPORTS**

Chassis no. 1920

- *The earliest known surviving 'production' Aston Martin*
- *Exceptionally well documented history*
- *Fully restored by Ecurie Bertelli*
- *AMOC concours winner*







Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. The company traces its history back to 1914, when Bamford & Martin Ltd built their first car - ultimately known as 'Coal Scuttle' - at their works in Henniker Place, Chelsea. The coming of war saw the two founders engaged in more important activities, and 'Coal Scuttle' remained the sole Bamford & Martin car for some years. The company later changed its name to Aston-Martin, retaining the name of founder Lionel Martin and borrowing from the Aston hill climb near Aylesbury, Buckinghamshire (the hyphen was later dropped).

The first Astons used four-cylinder sidevalve engines, and though the firm experimented with overhead-camshaft types, it was the trusty sidevalves that did most of the winning. Indeed, the firm's single-cam 16-valve motor was barely any more powerful than the sidevalve unit while at the same time being less reliable. Both engines were the work of one S Robb, previously with Coventry-Simplex.

In 1922 the sidevalve Aston Martin enjoyed its finest hour when one nicknamed 'Rabbit', and latterly known as 'Bunny', set 25 light-car and 10 outright world speed records at Brooklands. Unfortunately, the management's concentration on *Motor Sport*, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

According to the marque historian, Inman Hunter, chassis number '1920' is the oldest surviving production Aston Martin and one of a handful of early Aston Martins in roadworthy condition. Configured as a two-seat, open-wheel competition car, it features all-wheel cable brakes, wire wheels, a boat-tail body and a four-cylinder sidevalve engine.

Ecurie Bertelli of Olney, Buckinghamshire the world-renowned authority on pre-war Aston Martins, completed a 'ground upwards' restoration of '1920' in the spring of 2003. The car subsequently achieved a 1st-in-class award at the 2003 Aston Martin Owners Club Concours, its authenticity confirmed by the world's most knowledgeable judges of the marque.



Neil Murray, the expert on Aston Martin's early years and owner of the famous 'Green Pea' Aston Martin racer, advises that chassis '1920' appears to be the 12th production car that the company built. Murray agrees with Inman Hunter that it is probably the oldest surviving production car, depending on how one defines 'production' during the company's earliest days.

Bodied as a four-seat tourer, '1920' was sold in 1923 with the registration 'FY 6193', its first owner being the noted Brooklands racer and motoring journalist Captain J C Douglas, who damaged it extensively after colliding with a substantial roadside bollard.

The repaired car then passed through four owners in the UK: Messrs Kitchen, Kelly, Thornton and Askey before resurfacing in 1950 when A B Demaus achieved a 1st place concours award at Chateau Impney. Lionel Martin's biographer, Demaus had previously owned the car raced by Count Zborowski in the French Grand Prix at Strasbourg in 1922. That famous car was followed by this 'touring side-valver', which Demaus describes in his book, *'Lionel Martin, a Biography'*, as 'a car which, despite its lack of racing "glamour", gave the author many miles of delightful motoring.'

Demaus goes on to reveal that Douglas had acquired '1920' as replacement for '1918', ownership of which had been transferred to Lionel Martin's wife, Katherine: 'by this time (July 1923) Douglas had taken delivery of a long-chassis tourer with wire wheels and fwb, Car No. 1920, which many many years later was owned by the author. Three further cars, all side-valvers, were sold to private owners during the year and "production" could be said to have begun.'

After five more UK-based owners - Messrs Pearson, Talamo, Bental Ltd, Bowen and Halkyard - Mr P N Delves-Broughton of Monmouthshire purchased the car in 1962 and completely restored it from a rather poor state, replacing the original body. Mr Delves-Broughton showed and raced the car with considerable success between 1965 and 1970 when he sold it to a Mr Collings of Cardiff, by which time he had installed another body. The latter was reminiscent of contemporary Grand Prix cars, the radiator shell being remodelled to match.





Mr Collings in turn sold the car to one John Thomas of Carmarthen, who passed it on within a period of months to a Mr Ken Griffin. Mr Griffin kept it in the United States until 1984. He later sold it to German vintage Aston Martin collector, Herr A Rosbach.

Andy Bell, owner of Ecurie Bertelli, was watching Herr Rosbach race the Aston in an historic event at the Nürburgring in 1987 when the engine 'literally exploded' in front of the grandstands. The car languished un-repaired in Germany until 2001 when it was purchased by Roger Higgins of Saratoga, California, who commissioned marque specialists Ecurie Bertelli to perform a complete no-expense-spared restoration, as detailed in the extensive invoices on file.

Ecurie Bertelli's rebuild involved the complete disassembly of the car, with strict adherence to period practices and standards during reconstruction. The chassis frame, which showed evidence of the in-period repair, was retained together with the original axles, gearbox, brakes and a considerable portion of the engine.





Fortunately, the car came with a spare engine, which was rebuilt with new timing gears, a new crankshaft and other newly manufactured components. The two-seat body likewise was restored in accordance with the practices of the era. All decisions were made with the goal of avoiding 'over restoration', while strictly conforming to original specifications including a pressurised fuel tank, beaded-edge tyres, cable operated brakes, bodywork bracing and finish, body coloured wire wheels, and wooden bushings rather than rubber. The chassis plate recording the number '1920' is still attached. Since its 2003 concours debut, '1920' has been shown at the Louis Vuitton Classic (also in 2003) and in 2006 at the Newport Beach Concours where it earned a 1st-in-class award.

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

**£175,000 - 225,000**

**€250,000 - 320,000**





347

## 1960 VOLKSWAGEN TYPE 2 DEVON SAMBA DELUXE MICRO BUS

Registration no. 8446 EL

Chassis no. 609715

Engine no. 3535134

- *Original right-hand-drive, matching numbers example*
- *Only two owners and 70,100 miles from new*
- *Highly original*
- *Fully restored*



This highly desirable, 'split screen', 23-window Devon Samba has had only two owners from new and has covered a mere 70,100 miles. All original and with matching numbers, it is one of only five known 23-window Deluxe models with original Devon conversions, and one of only two with 'special order' mahogany interiors (usually they were oak).

The current vendor purchased the 'Splittie' in 1986 from the original owners: Victor and Stella Whiffen of Bridport, Dorset. With only 50,000 miles from new at that time and still in its original paint, it was a rare find even then. The Whiffens had had the bus shipped to South Africa for a four-week touring holiday and then had it shipped back home. They told the vendor that they had never opened the sunroof!

From 1986 to 2000 the vendor used the bus for holidays and going to VW shows, adding a further 20,000 miles to the total. He then dry stored it until 2007 when the restoration commenced. Over the preceding 20 years the owner had visited numerous VW shows in the UK and Europe, collecting original new-old-stock parts for a future restoration. In the 'split screen' club since 1986, he also had got to know many skilled craftsman that could be trusted to do the specialist jobs.

One of his first tasks was to buy a frame enabling the vehicle to be turned on its side to facilitate access to the under side. Removing the soft under-seal with paraffin revealed very little rot and a lot of original factory paint. The entire underside was media blasted and needed only minimal welding. The inner and outer sills on the loading door side were replaced together with the outriggers; a small area of the floor where the so-cool box sits; part of the wheelarches; and a small area of the cab floor.

The upper side of the body was soda blasted and media blasted where needed, as was new-old-stock driver, passenger and side loading doors. The rear door and engine lid were soda blasted also and no rot was found. A friend painted the body and then the interior was completely restored. A hand made woollen headlining was installed; the original interior trim panels carefully cleaned; the rear seats and curtains remade in period-look material; and the front bench seat recovered in original colour-matched leather.





All the Devon furniture is complete, including the gas lamp and shade, in-door gas burner, so-cool box and water tank. All the mahogany has been French polished by hand and new, as original, 9"-square linoleum floor tiles laid. (All the original seat covers and curtains have been kept).

All the external chromed door handles are new-old-stock, including the fuel door lock, while all the original brightwork has been re-plated, including the front 'VW' badge, interior door handles and horn grille. The aluminium Deluxe trim is original and has been polished. The only item added to this very original Type 2 is a set of new-old-stock safari front screens and fixings, including a new-old-stock wiper arm disengagement mechanism.

The original 34bhp engine has been completely rebuilt and a new-old-stock exhaust system powder coated in near original colour. A transitional engine that was produced for only some 10 months, it features many parts unique to the type, including the crankshaft, con-rods, pistons, cylinders, cylinder heads and some of the cooling duct tin-ware. The distributor and fuel pump are peculiar to this engine also.

The vendor's aim with this most meticulous restoration (completed in October 2014) was to refurbish as many of the original parts as possible and not detract from the originality of this beautiful Type 2 camper. He has succeeded in style.

Accompanying documentation consists of sundry restoration invoices, current MoT certificate and a letter and certificate from the Stiftung AutoMuseum Volkswagen confirming that this Type 2 is an original, right-hand drive example retaining matching numbers. It is, of course, perfect for a wide variety of historic motoring and other events, including this year's Goodwood Revival.

**£80,000 - 100,000**

**€110,000 - 140,000**

348

## 1967 JAGUAR E-TYPE 'SERIES 1' 4.2-LITRE ROADSTER

Registration no. XUR 7F

Chassis no. 1E 1877

Engine no. 7E 14039-9

- *Original, UK-delivered car*
- *Only three owners from new*
- *Extensively restored and upgraded*
- *Only 1,000 miles since restoration*



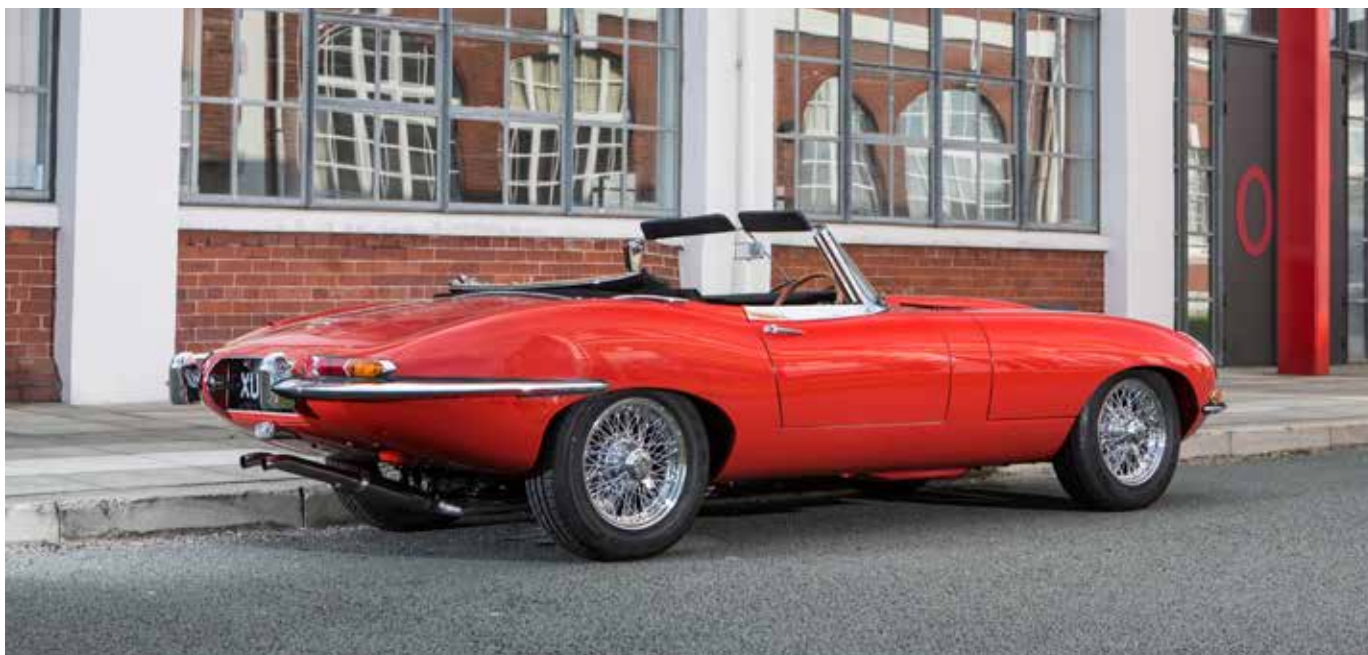
Built at the very end of 'Series 1' production, this original, right-hand drive, UK-registered E-Type roadster is finished in the quintessentially period colour scheme of Carmen Red with light beige leather trim. The car was supplied new via Jaguar main agent Henlys and retailed by Park Garages Ltd of Watford. In September 1967, first owner Mr Colin Hind of Kenton, Middlesex took delivery of the E-Type, which carried the distinctive registration number 'XUR 7F'. Mr Hind owned the car from 1967 to 1969 when Mr Leonard Apps, a friend, purchased it from him. The E-Type was to remain in Mr Apps' ownership for the next 35 years before passing to the current vendor.

In 2005 a comprehensive, bare metal, jig-assembled body restoration was carried out by bodywork and paint specialists Matchbox Restorations of Liverpool. A dedicated E-Type chassis alignment platform supplied by RM&J Smith of Nantwich was used, with the body panels required sourced from Martin Robey. A factory-specification interior was supplied by the Trim Centre, and BAS International supplied the black mohair hood. Re-chroming was carried out by ACF Howells.

When planning the car's restoration, the third and present owner chose a number of sensible modifications including up-rated engine support frames; Gaz adjustable suspension; Coopercraft 4-piston front brake callipers; chromed wire wheels shod with high-performance Continental tyres; a Kenlowe electric cooling fan; halogen headlights; and a new galvanised fuel tank. Far too lengthy to reproduce here, a full list of all upgrades and new components fitted is available for inspection (recommended).

The engine had been overhauled by the previous owner. In 2006 the cylinder head was removed to carry out an inspection of the engine block; all six cylinders were found to be unmarked, with pistons stamped '+20', indicating that the engine has had only one re-bore since new.





In the summer of 2014, the current owner re-commissioned Matchbox Restorations to refresh the bodywork. MR's experienced professional craftsmen spent hundreds of hours preparing the body and resetting the individual door, bonnet and boot gaps in preparation for the Glasurit supplied Carmen Red paint. In the process, the bonnet was disassembled into its ten major components, with every panel individually painted on each side before re-assembly.

This time consuming procedure is the only way to ensure that paint is protecting every panel. Another indication of that same Matchbox Restorations attention to rust-proofing can be seen on the car's underside which was first fully primed to accept the under-seal before being painted in the Carmen Red body colour. The result is simply outstanding.

The new E-Type Fabs engine support frames were painted off the car, and cavity wax was generously sprayed through 360 degrees inside the frame tubing before they were attached to the bulkhead. All new body panels were sprayed with 'weld through' primer before assembly to the body, and all box sections including sill members were injected with Waxoyl after assembly.

A full photographic record of the 2005-2009 restoration is supported by a multitude of invoices detailing the hundreds of parts fitted. Photographs of the 2014 repaint are on file also together with a current MoT certificate and UK V5C registration document.

A timeless symbol of 1960s 'Cool Britannia', the Jaguar E-Type is one of the most significant and desirable of post-war British sports cars. Presented in beautiful condition having covered only 1,000 miles since restoration, this cosseted example comes with the essential Jaguar Heritage Certificate confirming that it is a matching-numbers car, finished in its original factory colour, which to this day still has the original body number stamping on the boot panel.

**£100,000 - 150,000**

**€140,000 - 210,000**

349

*The property of James May*

## 1984 PORSCHE 911 3.2-LITRE CARRERA COUPÉ

Registration no. A677 KLH

Chassis no. WPOZZZ91ZES102350

Engine no. 63E04283

- Supplied new in the UK
- Extensive service history
- Only 55,000 miles from new
- Television appearances



Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 model - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 variants, co-incidentally with the introduction of the 3.2-litre engine, from the start of the 1984 model year. Although it remained an air-cooled 'flat six', the '3.2' motor was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. This enlarged and extensively revised new engine produced 231bhp, 27 horsepower up on its predecessor, endowing the Carrera with a level of performance approaching that of the original 911 Turbo of 1974, the bald statistics being a 0-60mph time of 5.3 seconds and a top speed of 152mph, with 100mph reachable in a breathtaking 13.6 seconds. Some 30 years on, Carrera 3.2s are now highly sort after and for very good reason, though finding one is not that easy.

James May bought this Porsche 911 Carrera in 2007 during recording of the Radio 4 documentary *'Speed, Greed and the M25'*. He visited Paul Devyea's workshop and showroom to borrow the car to record its engine sound, it being properly representative of the 'Thatcher's Britain' yuppies' favourite, the Porsche 911. The car was in excellent condition and for sale, so James bought it on the spot. It has appeared on screen too, notably in the *'Airfix'* episode of *'James May's Toy Stories'* and in the widely acclaimed *Top-Gear* online film, 'James drives to work'. Paul Devyea's sales invoice is on file together with detailed service history recording mileage totals.

James tells us that the 911 has only been used as a 'hobby' car, in good weather. The recorded mileage of 55,000 is almost certainly correct and the history file is comprehensive, to say the least. In 2011, 'A677 KLH' was displayed at *Top Gear Live* as part of the Autoglym concours competition. It won a runner-up prize: a pack of car-cleaning products.





'It was donated to my dad to use for the past four years, as he never owned a proper sports car,' James revealed. 'Recently he decided that he was getting on a bit to be seen in a retro stockbroker's car, and my mother hated it.'

'As a 911, it's significant for being near the tail-end of the development of the original 1963 car. As a piece of social history, since it's Guards Red and has the sports pack, it stands as a monument to everything 1980s Britain was about. It's the 911 that Denis Thatcher would have driven, if he'd had one.'

The car is currently fitted with a CD player but James has a broadly period radio/cassette to go with it, if wanted. 'It has the cassette storage rack fitted, after all,' says James. 'The ideal environment for listening to Duran Duran, etc.' Also included in the sale is a Haynes workshop manual; Porsche GB correspondence; service booklet; sundry service invoices; old and current V5 documents (the latter in James May's name); and quantity of expired tax discs and MoTs dating back to 1984.

**£28,000 - 34,000**

**€39,000 - 48,000**





350

**1965 FERRARI 330 GT 2+2 COUPÉ  
COACHWORK BY PININFARINA**

Registration no. TEU 545C

Chassis no. 7113

Engine no. 7113

- *Delivered new in Italy*
- *Left-hand drive*
- *Five-speed 'interim' model*
- *Extensively restored in 2014*







Sharing many features with Ferrari's highly-regarded 330 GTC two-seat road car of the same era, the four-seat 330 GT is a practical exotic, ideal for daily or weekend use on family outings. The 330 GT is nowadays accepted as having been manufactured in two series, this example being one of only a few 'interim' cars combining the mechanical updates (most notably a five-speed gearbox) of the 'Series II' cars with the appearance of the four-headlight 'Series I'. This car also has the suspended (rather than floor-hinged) control pedals and the electric windows of the later cars.

'7113' was originally dark grey with a red leather interior and was sold new in Italy where it remained for the first several years of its life. The car comes with copies of its first four registrations, which indicate that it was registered in Brescia, Milano, Roma and Varese. The Ferrari's original owner was Angelo Panichi, who paid 6,500,000 Italian Lira for it on 5th July 1965. The car's third and 4th owners were both women, Ada Gregnoldo and Maria Luisa Castagna, who was just 29 years old when she purchased the car with approximately 14,000km recorded. Many years later, in 1996, the car found its way to California where it was offered for sale by a dealer in Walnut Creek, California, not far from San Francisco.





The car was restored in California in 2014. According to the previous owner, the restoration included the following: engine top-end (valve overhaul); rebuilt distributors with new caps; rebuilt shock absorbers; brake rebuild with turned rotors, rebuilt callipers and master cylinder; new clutch; various front end suspension parts; new chrome inside and out; wheels rebuilt with stainless spokes and new tyres by Rite Way in Walnut Creek; rebuilt carburettors; rebuilt starter; completely new paint, body rubber and window seals throughout; refinished dashboard wood and steering wheel; and a new dash pad.

The current owner, after a PPI by renowned Ferrari expert Patrick Ottis, commissioned a comprehensive review of the car after its arrival in the UK to correct all highlighted faults. This was carried out by the owner's team of highly skilled technicians who care for his extensive classic car collection. The Ferrari is now in excellent condition; the paintwork was done to a very high standard, while the panels are straight and the gaps correct. The chrome is excellent throughout as is the glass and lamps, with only a few minor marks to the windscreen. The lighting has been updated with four Hella H4 headlamps. Also included in the sale are two Carello driving lamps. Other noteworthy features include a new stainless steel exhaust, all new suspension parts, and new carpets with correct footpads.

The interior is in excellent condition, with both leather and carpets having a fresh appearance. The dashboard and instruments are in excellent shape, and the wood has been restored to 'as new' finish. Gauges and switch gear are correct in appearance and in very good condition. The headliner and visors are correct and in excellent shape. Impressively well detailed and showing signs of recent maintenance, the engine compartment is extremely clean throughout. The boot is properly restored with correct carpet, and the car has a Borrani spare wire wheel and jack.

This is an excellent opportunity to acquire a cosmetically attractive and mechanically sorted classic Ferrari V12 road car. It is one of only 125 built with four headlights and the five-speed gearbox, and is finished in the timeless and tasteful colour combination of Argento with red leather interior. Representing exceptional value for money, the 330 GT embodies many of the characteristics of other much more expensive classic Ferraris. This fine example thus represents an opportunity to acquire a usable car that provides a substantially similar experience with a much lower cost of admission.

The car comes complete with workshop manual, body parts manual, mechanical parts manual, owner's manual, original brochure and a wiring diagram. Accompanying paperwork consists of a file of service records, copies of its original Italian registrations, Marcel Massini report, current MoT certificate and a V5C registration document.

**£190,000 - 230,000**  
**€270,000 - 320,000**







351

*Property of a deceased's estate*

**1960 AC ACE ROADSTER**

Registration no. YGH 998

Chassis no. AE 1170

Engine no. CLBN 2471

- A landmark model in its earliest form
- Original AC-engined car
- Restored at date unknown
- Engine rebuilt 1997







‘Of them all, the Ace was the truest sports car: it could be used for daily commuting or for high-speed long-distance touring, but it could also be driven to a race meeting, campaigned with distinction, and driven home again - even if that race was the Le Mans 24 Hours.’ - *AC Heritage*, Simon Taylor & Peter Burn.

An influential and widely imitated design, the AC Ace (and its Cobra derivative) could trace its origins back to a one-off sports-racer built by chassis engineer John Tojeiro for Cliff Davis in 1952. The success of Davis’ Tojeiro sports-racer prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace. The Davis car’s pretty Ferrari 166-inspired barchetta bodywork was retained, as was Tojeiro’s twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC’s own venerable, 2.0-litre, long-stroke six.

Designed by AC co-founder John Weller, this overhead-camshaft engine had originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. Nevertheless, in tuned form the Ace enjoyed great success in production sports car racing, winning its class at the Le Mans 24-Hour Race in 1959. In 1955 AC added a hardtop version - the fastback-styled Aceca - and both models later became available with the more powerful Bristol engine before production ceased in 1963. Towards the end of production the Ace was also available with the 2.6-litre overhead-valve Ford Zephyr engine installed.

According to documentation on file, this particular Ace was ordered new from AC in 1960 by a Mr Mahoney. It was supplied as ordered with the AC engine and Triumph TR gearbox, finished in Svecia Red paintwork with black leather trim, front disc brakes, rear drum brakes, windscreen washer and demisters. It is understood that David Beales, an AC Owners’ Club member with an AC-engined Ace, once recalled seeing the car and owner in the Greenwich/South London area at that time.

In the early 1960s the Ace was exported to South Africa when Mahoney’s career took him to Johannesburg where he worked as a correspondent on ‘*The Daily Star*’ newspaper. Mr Brian Eacott of AC Spares Department remembered posting various spare parts out to South Africa. The car changed hands in South Africa, possibly only once, passing to Mr Cohen, a wealthy collector. Brought to Europe by Cohen, it was sold at auction in the South of France to a British motor dealer and brought back to the UK, arriving here in May 1992.

The previous owner acquired the car in July 1992 and kept it for the next 15 years, selling it to the deceased owner in 2007. There is a photographic record of the car’s restoration on file together with a quantity of expired MoTs, invoices for an engine rebuild (1997), and a detailed notebook for the period 1993-1998 listing mileage increases, work done, trips/events, services, etc. A design classic in its earliest and purest form, this beautiful AC Ace is offered with the aforementioned documentation, an old-style logbook, current MoT, V5C registration document and an original owner’s handbook.

**£100,000 - 130,000**  
**£140,000 - 180,000**



## The **PETER W. SCHACKE** Collection

Bonhams is pleased to offer two important motor cars on behalf of the executors of the late Peter W. Schacke. He was a true connoisseur, whether it be antique clocks, fine art, fine wine and of course fine motor cars.

As you will see from the history files - and the motor cars themselves - Mr. Schacke was very particular with great attention to detail.

He also had an Anglophile outlook which drew him to have a particular passion for the luxury touring cars built at the Rolls-Royce and Bentley factory in Crewe. The Bentley S2 Continental Coupe and the Rolls-Royce Silver Cloud II Drophead Coupe we offer you today exemplify that taste.

The Schacke family sincerely hope the new owners enjoy the motor cars as much as they did.





352 \* N

*From the estate of the late Peter W. Schacke*

**1961 BENTLEY S2 CONTINENTAL  
SPORTS SALOON  
COACHWORK BY H J MULLINER  
(DESIGN NO. 7514)**

Registration no. not UK registered

Chassis no. BC 20 CZ

Engine no. C19 BC

- *The ultimate Grande Routière of its day*
- *Prettiest coachwork design*
- *Well maintained by recognised marque specialists*
- *Bentley Drivers' Club concours winner*







Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine, which produced approximately 25% more power than the old six. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*. 'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward.'

There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, lower radiator and, up to chassis number 'BC 99 BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce had purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.

Described as 'arguably the best looking' by Martin Bennett in his book '*Bentley Continental*', the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the Côte d'Azur and St Moritz.





Representing the pinnacle of bespoke taste in its day, 'BC 20 CZ' was supplied new in October 1961 to Messrs F S Ratcliffe (Rochdale) Ltd and first registered as 'RCK 8'. The H J Mulliner body is to design number '7514' and is surely one of the prettiest of all on a Crewe Bentley, being every bit as aesthetically pleasing as the preceding fastback. Chassis records state that the car was supplied new with lightweight seats with tipping backs and Chapman worm gear squab adjustment.

For over ten years, mainly during the 1980s, 'BC 20 CZ' is known to have belonged to the well-known actor Anthony Andrews, who had the car maintained by renowned marque specialists P & A Wood. In 1984 they rebuilt the Continental around a new chassis and carried out extensive under-body repairs and maintenance, overhauling and renewing where necessary the steering, suspension and braking systems. In 1986 P & A Wood also carried out a complete engine overhaul, bringing the total expenditure over this period to £40,000.

In 1992 the Bentley passed to a new owner, who commissioned further cosmetic work to raise the standard of its appearance higher still. In addition to routine maintenance and servicing, the car benefited from a complete interior re-trim in antique beige Connolly leather by Bob Smith, together with matching carpets, while all the woodwork was re-polished.

A few years later the Bentley was treated to a bare metal repaint in Velvet Green by Nigel Cooper Coachwork Restoration, bringing total expenditure to more than £100,000. To clearly demonstrate the quality of the car, the Continental achieved a 1st prize at the 1993 Bentley Drivers' Club's Annual Concours at Hatfield House, and in 2002 was invited to the prestigious Louis Vuitton Concours.

The current vendor acquired the car in July 2003 from Maxted-Page & Baxter Ltd, and had it re-trimmed in Spinneybeck Biscuit hide. The vendor's hand written note describing his research, inspection and acquisition of the car from Maxted-Page & Baxter Ltd is on file. Since then the Bentley has covered only 8,851 kilometres (approximately 5,500 miles) and has been mostly maintained by respected specialists Garage Fritz Speich AG in Zurich, P & A Wood in Essex, and most recently Lukas Huni (in 2013). 'BC20CZ' looks every inch the concours winner and is worthy of gracing any concours lawn. The body is extremely straight with excellent panels and shut lines, while the paint, although an older application, is still excellent and almost blemish free. The same is true for the brightwork. The interior is equipped with a Blaupunkt Miami sound system, and boasts exceptional wood, carpets, seats and trim. This immaculate Bentley offers a rare opportunity for the discerning collector to acquire a well-preserved example of the renowned Continental - the most stylish and exclusive of models.

Please note this Lot will be subject to the reduced import tax of 5% should it remain in the EU.

**£160,000 - 190,000**  
**£230,000 - 270,000**

353 \* N

*From the estate of the late Peter W. Schacke*

**1961 ROLLS-ROYCE SILVER CLOUD II  
DROPHEAD COUPÉ  
COACHWORK BY H J MULLINER (DESIGN NO. 7504)**

Registration no. Not UK registered

Chassis no. SYD 310

Engine no. 155 DS

- *Rare luxury coachbuilt drophead coupe*
- *Present family ownership since 1974*
- *Maintained by recognised marque specialists*
- *Only 35,000-or-so kilometres covered in the last 41 years*



'The choice of a V8 was logical and inevitable in a car the size of the Silver Cloud. The designers... reaped the benefits of the latest developments in engine design and combined them with Rolls-Royce experience of the light-alloy V-engines gained with the Merlin...' – Edward Eves, *'Rolls-Royce – 75 years of Motoring Excellence'*.

Facing increasing competition and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce 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 was standardised. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962.

As well as the factory-bodied cars, bespoke designs from coachbuilders James Young and the now merged firm of H J Mulliner, Park Ward Ltd (now Rolls-Royce-owned) continued to be available on the 'Cloud II chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring. Available in both Rolls-Royce and Bentley forms, H J Mulliner's two-door drophead coupé (Design No. 7504) was by far the most attractive and therefore popular, a total of 107 being built on the Cloud II/S2 standard-wheelbase chassis. Still of course a very rare car. Hand crafted style such as this attracted a hefty premium though, H J Mulliner's convertible being priced some 30% above the standard Silver Cloud II four-door saloon, which was already one of the world's most expensive cars. Dating from the penultimate year of production, this H J Mulliner-bodied Silver Cloud II (to design number '7504') was delivered new in 1961 via H R Owen to Expertise Limited of Surrey, for the use of Mr Max Wilson of Wilson Interests Limited, London.





The accompanying R-REC copy chassis cards reveal that 'SYD 310' was originally Shell Grey with fine red coachline and red leather interior. It was delivered with the special features of a heavy gauge frame and Dunlop whitewall tyres. In 1964 ownership passed to Sir Bernard Waley-Cohen Bt of Minehead, Somerset. The current vendor acquired the car in June 1974 from Mr Leslie Rees, Gipsy Mead Service Station of Fyfield, Essex (the purchase invoice for a then considerable £19,500 is on file).

A 'km/h' speedometer was fitted at time of acquisition. The car comes with a log of the distance travelled on an annual basis, commencing upon acquisition on 28.6.1974 at zero kilometres, to 31.12.2013 at 35,140. Thus Mr Schacke had covered a little over 35,000 kilometres during his ownership of the Rolls-Royce, with more sparing use in recent years of 5,000 kilometres covered in the last 10 years. During Mr Schacke's ownership the car has been fastidiously maintained by respected specialists Garage Fritz Speich AG in Zurich and P & A Wood in Essex, all relevant invoices being on file. The most recent extensive works were carried out by P & A Wood in 2008-2009; the brakes, steering, suspension, transmission, electrics, interior and doors all receiving attention, while the engine top-end was overhauled. During these works P&A Wood noted that the engine was a replacement unit. All in all, some £80,000 was spent at that time.

'SYD 310' is very smartly turned out, boasting a very straight body with good panel fit and only a few cosmetic blemishes to the bodywork and paint. The brightwork is very good, as is the under-bonnet area and hood, while the interior is exceptional, with beautiful woodwork, carpets, seats and headlining. Accompanying documentation in the comprehensive history file consists of the aforementioned copy chassis cards and purchase invoice; an old-style UK continuation logbook in the name of Mr Rees (1974); and a FIVA identity card issued in 2002.

Handsomely finished in Burgundy with contrasting beige interior, this well cared for Silver Cloud II was enjoyed for many years in the enthusiastic hands of Rolls-Royce Owner's Club members Mr and Mrs Schacke. It represents a rare opportunity to acquire an outstanding example of what, in its day, was the height of motoring opulence.

Please note this Lot will be subject to the reduced import tax of 5% should it remain in the EU.

**£130,000 - 160,000**

**€180,000 - 230,000**

**END OF COLLECTION**

354 N

## 1983 PORSCHE 911 TURBO 3.3-LITRE COUPÉ

Registration no. Not UK registered  
Chassis no. WPQZZZ93ZDS000846

- *Iconic model*
- *Left-hand drive*
- *Only two owners and c.13,000 kilometres from new*
- *Netherlands registered*



A 'modern classic' if ever there was one, Porsche's long-running 911 sports car first appeared at the 1963 Frankfurt Show as the '901' but shortly after production proper commenced in 1964 had become the '911' following Peugeot's complaints about the use of '0' model numbers. The preceding Type 356's rear-engined layout was retained but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out well over 300 horsepower.

Much of the Porsche 911's development had resulted from the factory's racing programme and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930' - the legendary 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph. But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph in 14 seconds.





The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph. More refined than hitherto yet retaining its high performance edge, the Turbo sold in the thousands, becoming the definitive sports car of its age.

This particular 911 Turbo has had only two owners from new, the second of whom kept the car for 24 years, and has covered only some 13,000 kilometres since it left the factory more than 30 years ago. Currently registered in the Netherlands, the car retains its original red paint and black leather upholstery, and comes with all instruction books, tools and a history file of service/maintenance invoices.

**£100,000 - 130,000**

**€140,000 - 180,000**



355

**1934 ASTON MARTIN 1½-LITRE MARK II  
DROPHEAD COUPÉ  
COACHWORK BY ENRICO BERTELLI**

Registration no. BGF 560

Chassis no. G4/461/L

Engine no. G4/461

- *Commissioned by Lance Prideaux-Brune*
- *In-period concours winner*
- *The original of only eight Mark II drophead coupés*
- *Current ownership for 30-plus years*



'Big-car enthusiasts are apt to think that effortless, fast touring is a quality exclusive to vehicles of high horsepower rating, but their views will be considerably altered after they have taken the Aston Martin over a 300 mile journey.' – *Motor Sport* magazine on the Aston Martin Mark II.

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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick.



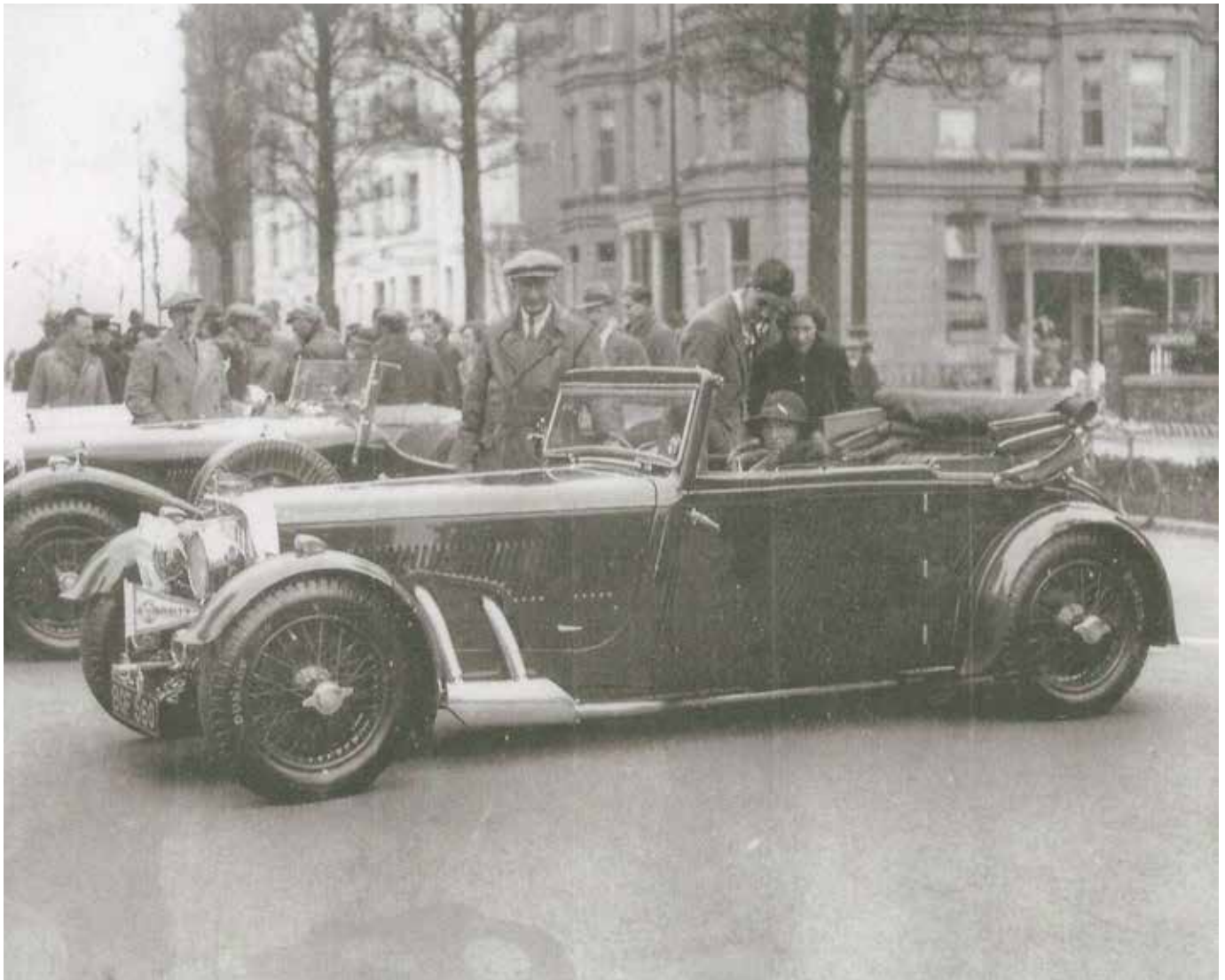


Bertelli was an experienced automobile engineer, having designed cars for Enfield & Allday, and an engine of his design - an overhead-camshaft four-cylinder of 1,492cc - powered the new 11.9hp Aston. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.

Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1½-litre road car, the duo featured dry-sump lubrication - a feature that would stand them in good stead in long distance sports car events - and this was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (8' 6" and 9' 10") the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the Le Mans Race, although many others have since followed Aston Martin's example.

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious rethinking had to be done at Feltham. The prudent decision was taken to redesign the International chassis using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, and the worm rear axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'.



Lance Prideaux-Brune (standing with the cap), 1935 RAC Rally

The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater.

Introduced in 1934, the replacement Mark II model sported a new, stronger chassis and a revised engine incorporating a counter-balanced crankshaft and dry sump lubrication. Short (8' 7") and long (10') wheelbase versions were built, the latter available with stylish four-seater sports saloon coachwork by Enrico Bertelli. Priced at £700, it was the most expensive model in the range. The Aston Martin Mark II is today exceedingly rare, with only 166 cars built up to the end of 1935, of which only eight were drophead coupés like that offered here.

'BGF 650' was specially built in 1934 for Lance Prideaux-Brune to his own design and specifications. Lancelot Prideaux-Brune was the main financier of Aston Martin at that time, a board member of the Company and also owned the sole Aston Martin concessionaire in London, The Winter Garden Garages. He was also a co-founder of the Aston Martin Owners' Club with Mort Morris-Goodall in 1935.

His design, the first drophead coupé by Aston Martin, was built on the long wheelbase (10') Mark II chassis and featured a long, low bonnet; three-position external folding hood; wind-up windows and semaphore indicators: the first time any of these had appeared on an Aston Martin. The attractive result led to some seven others being made, though Prideaux-Brune would not allow these 'replicas', as he called them, to be identical to his original car. He was assiduous in promoting his new creation, entering the 1935 RAC Rally's coachwork competition (2nd class award); the Welsh Rally (1st in class, 1st in coachwork); and the Eastbourne Concours (1st in class). In 1936 he and 'BGF 560' achieved another 2nd in class award at the RAC Rally and a 3rd class award at the JCC Rally, Brooklands.

The current owner purchased the Mark II in the autumn of 1981 when it had been off the road for some 20 years. After a little 'tweaking' plus oil, grease etc, it was driven home, some 100 miles, without missing a beat. Mechanically and bodily (apart from one small panel) 'BGF 560' remains original, although the paintwork (its original dark blue paint was found under numerous other colours) and upholstery were renewed in the early 1980s when the car was restored.





The vendor and his wife met Lance Prideaux-Brune and his wife, Constance, on several occasions and have photographs of them with 'BGF 560' in 1935 and, almost 50 years later, in 1983. Lance died in 1987 at the age of 92, followed within a few months by Constance. 'BGF 560' features in his obituary in The Independent newspaper, which sent a courier to obtain a photograph of him with his wife and the car.

Over the last 80 years, 'BGF 560' has featured in numerous publications on the marque. While in the vendor's care it has also taken part in various prestigious events, both in the UK and Europe, including Motor 100 at Silverstone, AMOC Concours, Goodwood Festival of Speed, and Lauren Perrier-sponsored rallies to the Champagne and Alsace regions of France.

It has also been displayed at the AMOC Heritage Museum and participated in Aston Martin's 100th anniversary celebrations at the Wilton Supercar Classic and British Motor Heritage Museum, being one of only six cars chosen for the latter event.

Noteworthy features include aluminium coachwork (except the scuttle and wings, which are steel); three-position hood providing open, sedan and closed positions; a 'crash' gearbox, gear positions being a mirror image of 'normal'; Andre Telecontrol hydraulic shock absorbers, adjusted from the dashboard; reversed-position throttle and brake pedals (as in the racing Astons) to facilitate 'heel and toe' gear changes; and a Kigass choke system. The only departure from original specification is the installation of a modern oil filter, concealed within the original casing. The accompanying history file contains period (and later) photographs of the Prideaux-Brunes and their correspondence with the vendor, together with sundry invoices, a quantity of expired MoT certificates, a V5C registration document and an old-style buff logbook (issued 1949) listing owners up to 1966.

Presented in good original condition, this delightful Mark II will surely reward its fortunate new owner with a delightful driving experience as well as the opportunity to continue the preservation of an historically significant Aston Martin.

**£180,000 - 220,000**  
**€250,000 - 310,000**

356 N

## 1962 MERCEDES-BENZ 190 SL 'RENNSPORT' ROADSTER

Chassis no. 121040-10-023145

Engine no. 11595412043337

- Left-hand drive
- Matching numbers
- 'Rennsport' specification
- Fully restored in Germany with factory support







'The outstanding achievement of the 190 SL is without doubt its quality in design and workmanship. But a close second is the general feeling of solidity it conveys.' – *Road & Track*.

In 1954 Mercedes-Benz had introduced the 300SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 *Super Leicht* series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed

of 171km/h. It was also relatively economical. The 190SL was more comfortable than the typical British sports car but the fact that its ride was more boulevard than sporting did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

For Mercedes-Benz's wealthier customers wanting to race, the 300 SL sports car was the weapon of choice. For those with shallower pockets, the factory offered the Rennsport and Clubsport packages of performance improvements for the 190 SL, which were available for only two years with only some 30 of the former being built.

This matching numbers 1962 Mercedes-Benz 190 SL has been upgraded to Rennsport specification, though it is not known when or by whom. With its last owner for eight years, the car has been fully restored in Germany with factory support and is described by the vendor as in 'perfect' condition. Said to be both fast and reliable, it features lightweight aluminium doors, bonnet, boot lid, etc together with twin aero screens and a factory competition hardtop.

**£110,000 - 130,000**

**€150,000 - 180,000**

**1967 FORD SHELBY MUSTANG GT500 FASTBACK COUPÉ**

Registration no. NNA 158E  
Chassis no. 67402F5U00425

- *Iconic American muscle car*
- *One of only 11 Shelby American 'Engineering' company cars for 1967*
- *Restored in Arizona in the mid-1980s*
- *£10,000 spent during this ownership*



Legendary Texan racing driver Carroll Shelby's team had been campaigning Ford's Mustang 'pony car' with considerable success in North America, winning the SCCA's B-Production title three years running in the mid-1960s. Capitalising on his success, Shelby began manufacturing modified Mustangs, which were officially sanctioned and sold through selected Ford dealerships. Ford supplied Shelby with part-completed 'Sportsroof' (fastback) Mustangs, which were finished off at Shelby's plant in Los Angeles.

The first Shelby Mustang - the GT350 - arrived in 1965 powered by a modified version of Ford's 289ci (4.7-litre) small-block V8 producing 306bhp, with options of a 340-360bhp unit in competition trim or 400bhp supercharged. A four-speed Borg-Warner manual gearbox was the stock transmission on early Shelby Mustangs, though a heavy-duty, three-speed automatic soon became available as an option.

The running gear was appropriately up-rated to cope with the GT350's increased performance, incorporating the optional Kelsey-Hayes front disc brakes, stronger Ford Galaxie rear axle, Koni adjustable shock absorbers and alloy wheels. The first cars were supplied minus the rear seats, thereby qualifying the GT350 as a two-seat sports car! Outwardly there was little to distinguish Shelby's GT350 from the standard product apart from a pair of broad 'racing' stripes down the body centreline. On the open road there was, of course, no comparison.

When the factory introduced a 390ci 'big-block' V8 option on the Mustang for 1967, Shelby went one better, installing Ford's 428ci (7.0-litre) Cobra Jet V8 to create the GT500, one of the great, iconic muscle cars of the 1960s. Produced initially at Shelby's Los Angeles facility and from 1968 at the A O Smith Company's plant in Ionia, Michigan, the Shelby Mustang continued to be based on the stock version, receiving the latter's styling changes and mechanical improvements while retaining its own distinctive special features, until production ended in 1970.





Regarded by many as the ultimate American muscle car, the GT500 also features in Rock Music mythology thanks to its association with *The Doors'* Jim Morrison. Given a 1967 Night Mist Blue GT500 by Elektra Records for his work on the band's eponymous debut album, Morrison famously crashed the car on Sunset Boulevard in Los Angeles. Leaving the scene of the accident, he went to the Whiskey-A-Go-Go club and returned several hours later to find that the GT500 had gone. Its whereabouts remain unknown to this day.

Documented in the Shelby American Automobile Club (SAAC), chassis number '0425' was completed on 20th January 1967 and served as a Shelby American company car, assigned to Don Cunningham, until it was despatched to Johnny Bolton Ford Inc on 25th August that same year. Only 59 of the GT500s built in 1967 were 'company cars', of which only 11 were specifically designated as 'Engineering' cars like '0425'. Constructed at Shelby's California plant alongside the equally legendary Cobra, this '67 car has the early model's inboard headlights and the desirable, and rare, four-speed manual gearbox, and was originally finished in Highland Green with white interior. It currently displays a believed-genuine total of only 52,000 miles on the odometer.

The first owner, Charles W Park of Apopka, Florida purchased the Mustang on 13th October 1967. Its next owner was Jerry Dietrich of Phoenix, Arizona followed by Chris Perry and then Dean Ullman, both of Scottsdale, Arizona. During its 20-year sojourn in Arizona, the car underwent a full body and mechanical restoration (in 1985) and in 1990 was exported to the UK.

During the current ownership some £10,000 has been spent on the Mustang to ensure it remains roadworthy. Noteworthy features include the 428ci (7.0-litre) V8 engine equipped with original twin Holley four-barrel carburettors (unique to the '67 model year); the original push-button Ford radio; and original door locks and keys. The car is fitted with four after-market Magstar alloy wheels (to original specification) and comes with its five original (but un-roadworthy) Magstars. The only notified defect is a non-functioning fuel gauge. Accompanying paperwork consists of a copy of the SAAC Registry Report and Shelby American Inc Company Cars production details; current MoT certificate and a V5C registration document.

**£90,000 - 120,000**  
**€130,000 - 170,000**

358

**1996 FERRARI TESTAROSSA 512M COUPÉ  
COACHWORK BY PININFARINA**

Registration no. N307 FKW

Chassis no. ZFFVA40B000099951

Engine no. F113G37579

- *Last-of-the-line model*
- *Left-hand drive*
- *55,000 kilometres from new*
- *Fully serviced*







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, the latter now boasting 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. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995.



For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before. Only 501 examples of the 512M had been completed when production ceased.

This last-of-the-line example of the legendary Italian supercar retains all matching numbers and its original colour combination of Rosso Corsa with Nero leather trim and matching carpets, while featuring propeller-style 18" Speedline alloy wheels. This car left the factory during the model's last year of production and was delivered on 24th May 1996 to its first owner. It is the only example sold new in Holland by the official Ferrari dealer, and it has always retained its Dutch registration.

Three years later, when it had covered 29,000 kilometres, the Ferrari was sold to the current owner who sent it to the Dutch distributor Forza Service for a full service. He enjoyed the car for three years and then sold it in April 2001 to Mr Van Leperen. The latter covered 12,000 kilometres in a dozen years, keeping all the documents relating to its history, then sold it back to the person he had bought it from! At this point, the odometer read 54,219 kilometres and, once again, the car was subjected to a thorough inspection. Kroymans, the Ferrari dealership in Holland, carried out a full service and replaced the timing belts in July 2013.

Since then the car has had another full service at Forza Service. It has been prepared for Ferrari Classiche certification, which will be possible in 2016 when this stunning F512M will be over 20 years old. It has covered only 55,000 kilometres to date. The service books, handbooks, keys, fobs and the original leather-cased Ferrari toolkit are with the car, which is MoT'd to September and comes with a V5C registration document.

**£180,000 - 220,000**

**€250,000 - 310,000**





359 N

## 1988 ASTON MARTIN V8 VANTAGE VOLANTE

Registration no. Dutch registered  
Chassis no. SCFCV81V9JTL15663  
Engine no. V/580/5663/LFA

- *Built to US specification with Weber fuel injection*
- *Matching numbers*
- *Restored in 2010*
- *27,780 miles recorded*



With the resurrection of the 'Vantage' name in 1977, Aston Martin enthusiasts everywhere breathed a sigh of relief; previously applied to high-power versions of the DB six-cylinder cars, it had been dormant since the V8's arrival back in 1969. A heavier car than its six-cylinder predecessor, the V8 had suffered as emissions legislation became ever more strangling, leading to concern that Aston Martin's traditional performance image might be lost. The arrival of the Vantage dispelled any such worries.

Propelling Aston's V8 back into the supercar league was a tuned version of the existing 5,340cc engine breathing through a quartet of 48mm Weber carburettors rather than the standard 42mm units. Valves and ports were enlarged and the camshafts changed, the end result being an estimated maximum output of around 375bhp. Chassis changes were minimal apart from the adoption of bigger ventilated discs all round and low-profile Pirelli tyres. The Vantage was, nevertheless, 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.

Produced to satisfy demands from the USA, the Volante convertible debuted in 1978 but it was not until 1986 that it became available to Vantage specification, which by this time meant around 400bhp. Along with the Vantage engine and bonnet came flared wheelarches, boot spoiler (a feature the Volante had previously lacked) and extended front spoiler, while glassfibre extensions replaced the model's hitherto characteristic chromed sill covers. The result was a muscular, aggressive-looking car that could justifiably claim to be the world's fastest convertible, all the more so when it came with the optional 432bhp 'X-pack' engine. A total of 166 Vantage Volantes had been completed by the end of production in December 1989.

This left-hand drive V8 Vantage Volante comes with copies of original factory documents showing that it was prepared to 'cosmetic Vantage Volante F.I. automatic convertible' specification for sale in the USA, whose emissions legislation precluded the use of the Weber carburettor-equipped Vantage engine.





This car's specification included the Vantage Volante body; the standard Volante's Weber fuel-injected engine; cruise control; the smooth bonnet; and the standard Volante front grille. Other features listed include Windsor Red paintwork; Burgundy-piped Parchment leather upholstery; off-white hood; steering wheel cowl, rim and spokes in Parchment; and steering wheel boss in Burgundy. The purchaser was Palm Beach Motor Cars in Florida and the first retail purchaser Mar-Flite Inc of Portland, Oregon.

Restored in 2010 and currently registered in the Netherlands, the Aston boasts European-specification chrome bumpers and is described by the vendor as in generally excellent condition with very good, recently serviced engine and very good original interior. Accompanying documentation consists of the aforementioned factory paperwork, sundry restoration invoices, Dutch registration document and Dutch MoT.

**£120,000 - 160,000**

**€170,000 - 230,000**



THE FOLLOWING TWO CARS ARE OFFERED FROM THE COLLECTION  
OF RECENTLY DECEASED JAGUAR COLLECTOR RON MODELL

360

## 1964 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE COUPÉ

Registration no. 777 MOL

Chassis no. 861664

Engine no. RA6692-9

- *Property of a deceased's estate*
- *Only three owners from new*
- *Fully restored; more than £150,000 spent*
- *Five-speed gearbox*



'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grande Routière, enjoying a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.





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

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

Manufactured in April 1964, this 'Series 1' E-Type was supplied new via P J Evans, Birmingham to one W J Whale Esq of Sutton Coldfield. The late owner purchased the E-Type from its second owner, Peter John Harris of Surbiton, Surrey in July 1982. We are advised that since then almost £150,000 has been spent on making the car perfect in every way, although it should be noted that the radio is not working. This full restoration was completed in November 2010 and all invoices are available. A five-speed gearbox is the only notified deviation from factory specification (original 'box available).

Finished in opalescent silver blue with dark blue leather interior, the car is offered with the aforementioned invoices, current MoT certificate and a V5 registration document. One of the finest examples of a 'Series 1' E-Type currently available.

**£70,000 - 90,000**

**£99,000 - 130,000**

**1950 JAGUAR XK120 ROADSTER**

Registration no. RPM 89

Chassis no. 660065

Engine no. W1276-8

- *Property of a deceased's estate*
- *Celebrity first owner*
- *Fully restored; over £150,000 spent*
- *Commended by the Jaguar Drivers Club*



'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, *Jaguar Cars*.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.





The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 1,175 were right-hand drive roadsters like that offered here. Chassis number '660065' was first owned in California, USA by actor Allan Jones, today best remembered for his roles in the movies *'Show Boat'* and the Marx Brothers' *'A Night at the Opera'* and *'A Day at the Races'*. He was the father of pop singer Jack Jones. The accompanying Jaguar Heritage Trust Certificate reveals that '660065' was built as an open two-seater with right-hand drive and supplied for 'Personal Export Delivery'. The first owner is recorded as 'A Jones' and the original colour scheme as Pastel Blue with red interior trim and fawn soft-top.

The current vendor acquired the XK in 1988 and in 2001 had the car restored to perfection by renowned marque specialist Martin Robey, spending over £150,000 making it as good as, if not better than, the day it left the Brown's Lane factory. The Jaguar Drivers Club has rated 'RPM 89' as 'excellent' in every category, with a general comment of a 'very high quality restoration'. All receipts relating to the restoration are available, and the car also comes with an old-style logbook, current MoT certificate and a V5 registration document.

**£70,000 - 90,000**

**€99,000 - 130,000**

**END OF COLLECTION**



362 N

## 1964 GORDON-KEEBLE COUPÉ

Registration no. Not UK registered

Chassis no. O34/F1004/RD

Engine no. 34/F1004/RD

- One of only 99 made in period
- Styled by Giorgetto Giugiaro
- Restored condition
- Netherlands registered



Produced between 1964 and 1966, the Gordon-Keeble was one of a select band of 1960s *Grandes Routières* that combined British chassis engineering with American horsepower and Italian style. Designed by John Gordon, lately of Peerless, and produced in collaboration with garage owner Jim Keeble, the car featured a spaceframe chassis with independent front suspension, De Dion rear axle and four-wheel disc brakes. Styled by the youthful Giorgetto Giugiaro, then at *Carrozzeria Bertone*, its elegant glassfibre bodywork was manufactured in England by Williams & Pritchard, one of the foremost firms specialising in this form of construction. A 327ci (5.4-litre) Chevrolet V8 engine provided effortless cruising and a top speed in the region of 140mph. Amazingly, the car went from drawing board to finished prototype in just four months.

The first Gordon GT was presented on Bertone's stand at the Geneva Motor Show in 1960 where it caused a sensation. Unusually for a prototype, the car was tested by The Autocar magazine, which declared it 'the most electrifying vehicle we ever tested'. With a 0-60mph time of six seconds and 'the ton' coming up just ten seconds later, the 140mph Gordon GT was one of the fastest road vehicles of its day.

John Gordon took the prototype to Detroit where an agreement was reached with Chevrolet for the supply of engines to the British company. Actual production though, was still some way off and by the time the renamed Gordon-Keeble went on sale in 1964, its specification and performance were no longer so unusual.

Nevertheless, these ingredients should have been the recipe for guaranteed success but the company failed to get its pricing right and production ceased after little more than a year. A prolonged strike at Adwest, makers of the steering box, and resulting delays in component deliveries was another contributing factor in Gordon-Keeble's demise. A brief revival saw a few more cars assembled by the successor company but when finally the end came, only 99 cars, all right-hand drive, had been produced. (A 100th was assembled from spares some time later). It is estimated that all but a tiny handful survive. Today the stylish Gordon-Keeble remains a fascinating 'might-have-been' that can only become increasingly collectible.





This manual transmission example was originally exported to Canada in 1964 and in May 1967 was sold to the second owner with 5,500 miles on the odometer. The current vendor bought this Gordon-Keeble and imported it into the Netherlands in 2000, since when approximately €30,000 has been spent on bringing the car to its present excellent condition. British-car specialists Noble House in Almere, Holland carried out the restoration, since when only some 2,000 miles have been covered. Noteworthy features include an additional brake servo, a Kenlowe electric cooling fan and its original Radiomobile radio, and the car also comes with its original steering wheel, two spare headlight rims, a set of wheel spinners (illegal in Holland) and a copper mallet. The vendor has been told that the rear axle ratio of 3.07:1 was changed to 2.88:1 at 14,188 miles, and that the speedometer had been changed by 15,522 miles, making the total covered from new approximately 58,000 miles. Finished in Sage Green metallic with original black skai interior, this ultra-rare British GT is offered with Netherlands registration papers.

**£60,000 - 90,000**

**€85,000 - 130,000**



**c.1952 JAGUAR XK120 SE COUPÉ**

Registration no. USU 958

Chassis no. S680125

Engine no. W6171-8S

- *Left-hand drive*
- *Extensively modified and upgraded*
- *Unique specification*
- *Recently serviced by Jaguar Heritage*



This wonderful example of Jaguar's legendary 1950s sports car has undergone a ground-upwards restoration and re-engineering by XK specialist John May of Tewkesbury. It has been modified to create an exclusive grand tourer for use in modern road conditions, incorporating chassis strengthening and sympathetic changes to the bodywork and lighting, resulting in a more refined look. Similarly, the 'Belle Epoque' interior has been designed for more comfort and legroom, and features unique burr oak woodwork and a steering wheel hand-made exclusively for this car. The mechanicals have also been upgraded to include a 3.8-litre engine, five-speed gearbox, rack-and-pinion steering and disc brakes.

The car features a shortened, louvred bonnet; grille incorporated in the body; doors shortened to the level of the floor; sills extended to be flush with the wings; and a shortened boot lid with the lower section hinged to access the spare wheel. The rear lights have contoured into the widened rear wings; front wing air vents removed and a new integrated fresh air system incorporated. The front side lamps are now incorporated in the headlamps, and there are scoops on the front air intakes and extractor vents on the rear wings. Other noteworthy features include Biarritz Blue paintwork; flashing indicators inset in the bumpers; battery compartment built into the front wing; chrome trim to the bonnet and sills; up-rated windscreen wipers with two-speed motor; and a 'Le Mans' style fuel filler cap.

Taken from an XK120 prototype, the dashboard rail features integrated lights while the dashboard itself is deeper and curved, featuring D-Type style instruments with warning light cluster in front of the driver. The wood-rim steering wheel is embellished with mother-of-pearl inlay. Enhanced driver/passenger comfort is ensured by the up-rated heater matrix with two-speed motor and ducted fresh air system, while the provision of a bulkhead pedal box accommodates drivers as tall as 6' 4". The grey, leather-trimmed bucket seats feature lumbar support, while other interesting interior details include 'SS'-style sunburst door pockets, a cocktail cabinet between the seats, and leather map pockets on the rear bulkhead. There are interior courtesy lights on the roof, dashboard and for the rear bulkhead area, and even the eyes of the Jaguar badge in the dashboard centre illuminate!

The chassis has been seam-welded and reinforced, and the steering and suspension geometry modified. Koni telescopic shock absorbers are fitted all round and 'anti-tramp' bars at the rear. An XK150 steering has been fitted also, complete with a fabricated top column, which is adjustable, and the braking system up-rated to discs all round with a 3:1 servo. The wheels are 6"x15" centre laced chrome wires shod with 205/70VR15 tyres.





The 3.8-litre engine has an 8.5:1 compression ratio and incorporates a straight-port cylinder head, 'hotter' camshafts, up-rated oil pump, lightened flywheel and an improved cooling system with 3" impeller pump and viscous fan. Power is transmitted via a 9.5" diaphragm clutch and Jaguar five-speed 'Jaguar' gearbox, and is delivered to the road via an up-rated Salisbury 4HA rear axle.

Specialists involved in this unique car's construction include S Grimsly (Phoenix Restorations, paintwork), M Turley (MCT Trimming, headlining) and M Reeves (Custom Coachwork, seat trimming). Commencing in 2000, the restoration took more than four years and following its completion the XK was displayed on the Jaguar Enthusiasts' Club stand at the Classic Car Show at the NEC, Birmingham in October 2004.

'USU 958' has recently had a major service at Jaguar Heritage including all fluids and filters changed as well as a new battery. The car also has four new Vredestein tyres. Described by the private vendor as in generally excellent condition, this unique XK120 coupé is offered with sundry restoration invoices and a V5C registration document.

**£150,000 - 180,000**  
**€210,000 - 250,000**



THE FOLLOWING FOUR CARS ARE SOLD UNDER THE 'PROCEEDS OF CRIME ACT',  
WITH THE PROCEEDS OF THE SALE GOING TOWARDS THE PUBLIC PURSE

364 Ω N

**2009 FERRARI CALIFORNIA  
HARDTOP CONVERTIBLE  
COACHWORK BY PININFARINA**

Registration no. Not UK registered  
Chassis no. ZFFLJ65B000167506

- *Recovered by the National Crime Agency and sold under the Proceeds of Crime Act, with the proceeds of the sale going towards the public purse*
- *European specification*
- *Left-hand drive*
- *Only 221 kilometres recorded*



'The Ferrari California might just be the firm's most radical model. It's the first Ferrari road car to have a front-mounted V8 engine, the first to have a dual-clutch gearbox and, although not the first to have a removable hard-top, is the first to follow the current trend of having a fully retractable one that electrically folds into its boot.' - *Autocar*.

Previously used for a limited series of exclusive coachbuilt soft-tops created on the 250 GT chassis in the late 1950s and early 1960s, the evocative 'California' name was revived by Ferrari in 2008 for its new 2+2 hardtop convertible. As well as the 'firsts' listed above, the new California's multi-link rear suspension and direct fuel injection had never been seen before on a Ferrari road car, while its hunched rear wheel arches, single bonnet scoop and slatted wing vents were styling cues borrowed from the original.

In its original incarnation the California's 4.3-litre V8 engine produced 453bhp, though from 2012 this was increased to 482bhp. A 'Handling Speciale Package' of suspension upgrades became available at the same time. Transmitted via a dual clutch to the seven-speed semi-automatic gearbox, those 453 horses made for a 0-62mph time of just 3.9 seconds and a top speed of 193mph.

But these days even Ferrari cannot focus on performance alone, and so the California incorporated HELE (High Efficiency Low Emissions) technology including 'stop start', enabling it to achieve a CO2 emissions figure of 270g/km. Performance was restrained by ceramic disc brakes all round.

One of Ferrari's aims with the California was to extend its appeal to a wider customer base, so the car was deliberately made less hard-edged and more user-friendly than many of its more track-focused siblings. *Autocar*: 'The first surprise is how well the California rides. We tried both the passive dampers and the optional Magneride units, and both (even with the latter set to Sport) coped impressively well with our road network, and especially so for a convertible. Such is the California's comfort that you could easily use one to travel significant distances.'

Britain's esteemed motoring magazine concluded its review by rating the California ahead of the Bentley Continental GTC, Lamborghini Gallardo Spyder and Aston Martin DBS for its blend of everyday usability and outright enjoyment. Praise indeed.





The fabulous and exclusive Ferrari supercar in bianco avus offered here was built in April 2009 to left-hand drive European specification and supplied new via Hasler AG, authorised Ferrari dealers of Basel, Switzerland. First registered by them for warranty purposes on 10th June 2009, the 'Hardtop Convertible' incorporates several desirable factory options to include enamel logos on flanks; electrically operated Daytona seats; leather-trimmed transmission tunnel; yellow instruments; cruise control; iPod connection; tyre pressure monitoring; and 20"-diameter alloy wheels.

Although started and run regularly whilst in storage, this 'California' displays a genuine total of only 221 kilometres on the odometer and is presented in effectively 'as new' condition. Sold strictly as viewed and without documents, the car will require a Certificate of Conformity issued by Ferrari themselves or obtained from an official Ferrari agent before it can be registered.

Should this unregistered vehicle remain within the EU, local import taxes of 20% will be applied to the hammer price.

**£50,000 - 80,000**

**€110,000 - 140,000**



365 Ω N

## 2008 FERRARI 599 GTB FIORANO COUPÉ COACHWORK BY PININFARINA

Registration no. Not UK registered  
Chassis no. ZFFFD60B000164145

- *Recovered by the National Crime Agency and sold under the Proceeds of Crime Act, with the proceeds of the sale going towards the public purse*
- *European specification*
- *Left-hand drive*
- *Only 132 kilometres recorded*



'The Ferrari 599 offers mind-blowing pace and handling. Quite possibly the best Ferrari of its generation. We'll spare the 911 Turbo the ignominy of comparison times, because the Ferrari has moved the game onto another level.

'There are the quick cars – those that nip below 10 seconds to 100mph, such as the Lamborghini Gallardo. Then there are the very quick cars, which post 0-100mph times beginning with an eight. But anything under eight seconds belongs to an elite group, and in gaining such membership, the Ferrari 599 has shaken the establishment like nothing in the past 20 years. Its 7.4sec average matches the time we recorded for the Pagani Zonda S. Rest to 60mph takes just 3.7sec.' – *Autocar*.

Introduced at the Geneva Motor Show in February 2006, the 599 GTB Fiorano took its name from Ferrari's famous test track and was the latest in a succession of models named after places associated with the marque such as Modena and Maranello. Its immediate predecessor - the 575 Maranello - had met with a mixed reception, disappointing those that had so admired the 550 Maranello, so Ferrari had some catching up to do in designing the 599.

Having favoured the mid-engined layout for its 12-cylinder road cars from the mid-1970s to the late 1990s, Ferrari surprised everyone by introducing the 550 Maranello. The latter's arrival in 1997 saw the Italian manufacturer return to its tradition of building front-engined V12 two-seater sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The 599 was the latest in this noble line that stretched all the way back to the 250GT SWB of the early 1960s. In designing the 599, Ferrari abandoned the tubular steel chassis of the 550/575, adopting a more advanced and lighter all-aluminium chassis of greatly increased stiffness.

Styled by Pininfarina under the direction of Ferrari's Frank Stephenson, the 599 with its long bonnet, small cabin, raised haunches and aggressive stance seemed the very definition of the term 'sports car'. 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 front brake ducts and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past while the tail incorporated Ferrari's characteristic twin circular lights.





The heart of any Ferrari is its engine, and the 599's 48-valve, 6.0-litre V12 was a reworked version of that found in the Enzo supercar. As installed in the 599, this state-of-the-art unit produced a staggering 612bhp at 7,600rpm with maximum torque of 448lb/ft at 5,600 revs. Weighing a claimed 1,690kg, the 599 has a power-to-weight ratio of 362bhp per tonne, far eclipsing the 291bhp/tonne of its 575 Maranello predecessor. Developed as part of Ferrari's Formula 1 programme, the paddle shift gearbox had become a feature of its range-topping sports cars and was available in its latest form for the 599, capable of changing gear in a mere 100 milliseconds. A conventional six-speed gearbox was available also.

Although active suspension had long been banned from Formula 1, its development for road cars had continued and the 599 came equipped with SCM magnetorheological 'semi-active' dampers. The latter's damping fluid changes in viscosity almost instantaneously when a magnetic field is applied, thereby altering the suspension characteristics. Damper controls were placed on the Formula 1-style steering wheel together with those for traction control and stability, as was the starter button. The 599's fortunate driver would find him/herself looking at a central analogue rev counter flanked by a similar speedometer and an electronic display screen for all other functions. Ferrari thoughtfully provided plentiful storage space within the sumptuous leather-trimmed interior.

The fabulous and exclusive Ferrari supercar offered here was built in 2008 to left-hand drive European specification and supplied new via Hasler AG, authorised Ferrari dealers of Basel, Switzerland, being first registered by them for warranty purposes 22nd October 2008. Fashionably turned out in nero with roof and pillars in argento, the stylish GT incorporates several desirable factory options to include dark tan Daytona seats with nero piping; steering wheel and rear parcel shelf trimmed in tan leather; yellow instruments; Cascade navigation pack; iPod connection; airbag 'off' switch; and Ferrari Challenge alloy wheels.

Although started and run regularly whilst in storage, this '599' displays a genuine total of only 132 kilometres on the odometer and is presented in effectively 'as new' condition. Sold strictly as viewed and without documents, the car will require a Certificate of Conformity issued by Ferrari themselves or obtained from an official Ferrari agent before it can be registered.

Should this unregistered vehicle remain within the EU, local import taxes of 20% will be applied to the hammer price.

**£60,000 - 90,000**

**€99,000 - 130,000**



366

**C.2004 FERRARI ENZO BERLINETTA  
COACHWORK BY PININFARINA**

Registration no. LEO3 VSA

Chassis no. ZFFCW56AX301 132648

Engine no. Tipo F140B 75017

- *Recovered by the National Crime Agency and sold under the Proceeds of Crime Act, with the proceeds of sale going towards the public purse*
- *Delivered new to the USA, UK registered since 2008*
- *Left-hand drive*
- *Only 1,285 miles recorded*







'In 1999 we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honouring Modena and Maranello, we felt this was the right car to honour the name of our founder.' – Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development, contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home. Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car.

Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely from carbon fibre and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.



It may not look like a Formula 1 car but the Enzo benefited from aerodynamic developments made in *Motor Sport's* premier category, enabling it to dispense with the rear wing of its F40 and F50 predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and forwards, just like those of the Tipo 512 of 1970. Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of red leather trim and carbon-fibre panelling. There was not even a stereo system, the (optional) air conditioning being just about the only concession to creature comforts.

The heart of any car though, and especially of a Ferrari, is its engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing and variable length intake trumpets (the latter another Formula 1 spin-off) this 6.0-litre unit produced a mighty 660bhp, 33 horsepower more than its BMW-powered McLaren F1 rival.

Unleashing all this power in a straight line produced acceleration figures of 0-100km/h (62mph) in a little over 3.5 seconds, with 200km/h (124mph) achievable in 9.5 seconds. Yet applying the brakes hard enough could bring the Enzo back to a standstill in only an additional 5.7 seconds - impressive stuff. The top speed? A little over 350km/h (218mph). Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes and power-assisted steering to the Enzo.

A mere 349 examples of this 'legend in the making' were scheduled for production at a price of around \$650,000 (approximately £450,000) apiece. As it happened, Ferrari ended up making 400 and, needless to say, had no trouble whatsoever in selling them all, one going to His Holiness Pope Benedict XVI.









Testing an Enzo at Ferrari's Fiorano track soon after its announcement in 2002, *Car* magazine's Mark Walton enthused: 'On the move, the Enzo is something else. It sounds absolutely unbelievable – so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer...' and that was before he had even sat in the car. Once out on the track, it did not disappoint: 'The Enzo lunges forwards so violently that it feels like it could cause brain damage – a big, muscular punch that makes your stomach lurch and your head reel with blood loss.'

'As if that crushing power wasn't enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in...' Clearly, the next owner of the pristine example offered here has much to look forward to.





Left-hand drive chassis number '132648' was manufactured in Italy and delivered new to the USA 2004/5, but by June 2008 had returned to the EEC to be sold by Auto Salon of Singen with 130 mileage on the speedometer declared and, importantly, official 'Ferrari EEC Certificate of Conformity (for complete vehicles)'.

The German Ferrari dealer invoiced an importing UK dealer, who paid nearly 600 euros (including 19% M.W.S.T.) for Enzo number 132648 27th June and applied for first UK registration 9th July of that year. The DVLA at Theale approval-stamped the Ferrari EEC Certificate of Conformity 11th July and assigned the UK registration 'RX08 H2L' 21st July, the last UK road tax issued by them for the car expiring 31st December 2008. Whereas the most recent 4th September 2011 dated V5C Registration Document records latest registration for the car being 'LEO3 VSA' and current registered keeper the NCA Trustee.

The 'manufactured in 2003' and car being 'rebuilt-assembled from parts some or all of which were not new' notes in this latest V5C would certainly seem to have been incorrectly declared by a previous owner however and would benefit from being amended for a new registered keeper by the DVLA, who will need to be satisfied by the receipt of written confirmation by Ferrari of the slightly later date of manufacture and that original components are fitted to the vehicle.

After six years preservation in storage, Enzo 132648 appears to be in very good overall and apparently largely original condition that would be commensurate with the total of only 1,285 miles currently displayed on the odometer. Serviced in February 2015 and MoT tested by official Ferrari agents Lancaster Colchester, the car comes with the MoT certificate, invoice and list of suggested further works required. Apart from the foregoing, there are no documents with this UK registered and therefore local import taxes paid supercar, which is sold strictly as viewed.

**£600,000 - 800,000**  
**€850,000 - 1,100,000**

367

## 2004 ROLLS-ROYCE PHANTOM SALOON

Registration no. X8 OPS

Chassis no. 4UX07240

- *Recovered by the National Crime Agency and sold under the Proceeds of Crime Act, with the proceeds of the sale going towards the public purse*
- *Delivered new to the USA*
- *Left-hand drive*
- *The height of automotive luxury*



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

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





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

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

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

Currently displaying 9,630 miles on the odometer, which you should be aware is not the total mileage from new, this left-hand drive model was originally supplied to Manhattan Cars, New York, where five official Rolls-Royce post-production recommendations were carried out. Last taxed for the road to 31st October 2009, the Phantom in black, which has been shod with a set of custom alloys wheels at some time, has just been to R-R marque specialists P&A Wood for servicing and MoT testing (see invoice and remarks concerning suggested re-commissioning on file). Apart from the MoT certificate and associated paperwork, there are no documents with this UK registered motor car, which is sold strictly as viewed.

**£30,000 - 50,000**  
**£56,000 - 85,000**

**END OF COLLECTION**

## 1956 MERCEDES-BENZ 300 SC COUPE COACHWORK BY SINDELFINGEN

Registration no. Swedish title  
Chassis no. 188 014 6500123  
Engine no. 6500127

- One of only 98 built
- Delivered new to the Swedish Embassy in Prague
- Highly original
- Offered from a North of England private collection



Right from the marque's creation in 1926 by the merger of Daimler-Benz and Mercedes, Mercedes-Benz's top-of-the-range models have ranked in the forefront of the world's greatest automobiles. Throughout the 1950s the company's flagship model was the 300S, a luxurious Grand Tourer in the tradition of the pre-war 540 K that was both lighter and faster than its illustrious predecessor. Mercedes-Benz's first prestige car of the post-WW2 period, the 300 debuted at the Paris Salon in 1951. The range comprised the six-light, four-door saloon and similar-sized cabriolet, plus a trio of two-door variants built on a shorter wheelbase.

Like the majority of 1950s luxury cars, the 300 retained a separate chassis, though unlike most of its rivals could boast all-independent suspension. Later to form the basis of the immortal 300 SL sports car's, the 3.0-litre, overhead-camshaft, six-cylinder engine produced 115bhp, an output good enough to endow the saloon with a genuine 100mph maximum speed despite an all-up weight of 1,780kg (almost 4,000lbs). And while not unique in that respect, the 300 could cruise at close to its maximum speed while transporting six passengers in comfort in a manner that few of its contemporaries could match.

Even more performance was available to those in a position to afford a 300 S. At US\$12,500 the latter was more than double the price of the most expensive Cadillac and costlier than a 300 SL, so remained the province of a highly select clientele. Built in coupé, cabriolet and roadster versions, the 300S enjoyed an extra 35bhp courtesy of an increased compression ratio and three - as opposed to two - Solex down-draught carburettors. Its top speed was 176km/h (109mph), a figure improved upon by the subsequent 300 Sc introduced towards the end of 1955 at the Frankfurt Motor Show. The 300 Sc featured a 175bhp dry-sump engine equipped with Bosch fuel injection, and boasted revised rear suspension with single-pivot swing axles similar to that of the 300 SL Roadster, a development that enhanced both roadholding and handling. The car's top speed was now 180km/h (112mph) with 100km/h (62mph) reachable in around 13 seconds. To cope with the improved performance, servo-assisted brakes, optional from 1954, were standardised.







Coachbuilt in the traditional manner by Sindelfingen, the 300 S family represents a standard of excellence that has rarely been equalled; only materials of the finest quality were used for the hand finished interiors, which were comparable with those of the contemporary Rolls-Royce. The 300 Sc is widely regarded by discerning collectors as the most desirable of all Mercedes-Benz's post-war luxury models. Only 200 examples of the 300 Sc were built and survivors are both rare and highly sought after.

One of only 98 built with this particular body style, this stunning and ultra-rare 300 Sc coupé is finished in black with maroon leather upholstery and matching fitted luggage. According to the accompanying original service book, it was originally delivered to the Royal Swedish Embassy in Prague and was serviced in its early years at the Mercedes-Benz concessionaire in Vienna, Austria. By August 1959 the car had been serviced five times and the recorded mileage was 13,520 kilometres.

In 1960 the car came to Stockholm in Sweden, (the original import document is on file ) where it was regularly serviced until September 1967, by which time the odometer reading had increased to some 90,030 kilometres. On 16th October 1961 the car changed hands, passing into the ownership of an architect by the name of Bent Joergen Joergensen. The Mercedes remained in Sweden until 2007 when it was

purchased by a well known collector from the North of England. It has formed part of his exclusive private collection since then and has always been garaged and dry stored. Believed largely un-restored, the car is in remarkably solid condition and ran well during the recent photo shoot for this catalogue.

These impressive, hand-built Mercedes-Benz infrequently come to the market and are a much rarer sight than the 300 SL Gullwing, whose engine they share. They remain exceptionally capable touring cars and are a must for every serious Mercedes-Benz collection, especially examples with exceptional provenance and history such as this one. The car even retains its original Blaupunkt Köln radio, and not only comes with the radio manual in German and English but also a Swedish translation and the installation instructions.

A rare find indeed, this distinguished Mercedes-Benz 300 Sc is offered with sundry Swedish documents; old-style Swedish registration papers (Registreringsbevis); the aforementioned original Swedish import document; the original Mercedes-Benz service book; and booklet listing Mercedes-Benz service stations throughout Europe.

**£320,000 - 380,000**

**€450,000 - 540,000**







369

**1921 VAUXHALL 30/98 E-TYPE TOURER**

Coachwork by Mann Egerton

Registration no. BJ 7138

Chassis no. E312

Engine no. E420

- *The quintessential Vintage sports car*
- *One of only 287 made*
- *Long-term ownership by Archer's of Dunmow*
- *Restored during the 1990s*







A youthful Arthur Archer at the wheel of E312 c.1950s

This is a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30/98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before The Great War) had produced a car that could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30/98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30/98 being constructed in 1913 at the behest of car dealer and motor sport competitor, Joseph Higginson. Higginson's first objective was victory in the Shelsley Walsh hill-climb in June of that year, and the Laurence Pomeroy-designed 30/98 duly obliged, setting a hill record in the process which was to stand for 15 years.

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-Type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. Pomeroy's 30/98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-Type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.





At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30/98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30/98 was capable of around 85mph, and when stripped for racing the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923. Despite a reduction in capacity to 4.2 litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.





Legend has it that this 30/98 came to light when Arthur Archer's father bought garage premises in Great Dunmow, Essex in the mid-1930s. He enquired about an old car in a corner of the building and was told that it went with the premises and had been left by a customer who had never returned to pay the £7 10s owing on it! The car was not run between 1934 and 1990, during which period it was dismantled and stored by Archer's. The body was used on 'OE250' for many years but is now back on its original chassis.

The current vendor acquired the 30/98 from Stuart Baxter in 1991 as a rolling chassis and body parts following a lengthy search for an E-Type Vauxhall. Restoration was completed in time for car to participate in Vauxhall's centenary celebrations in 2003, centred on Prescott and Shelsley Walsh. Restoration invoices are on file and the car also comes with a V5C registration document.

The car has never, during the vendor's ownership, been used competitively, being reserved for family and VSCC social events such as the Oulton Concours. The most recent maintenance jobs completed have included the installation of new intermediate gears, while the water pump and fan have been reconditioned by Arthur Archer.

Finished in blue/black with red leather interior, 'E312' represents a wonderful opportunity to acquire a most handsome example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period.

**£180,000 - 240,000**

**€250,000 - 340,000**

370

## 1963 BENTLEY S3 CONTINENTAL COUPÉ COACHWORK BY H J MULLINER, PARK WARD LTD

Registration no. NWR 733A

Chassis no. BC46XC

Engine no. 23ABC

- The first car completed to this design
- Ex-Earls Court Motor Show
- Only limited mileage since recent restoration
- Good history file



Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. The Bentley Continental was, of course, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward and James Young all offered bodies on the Continental S2 (and S3) chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing.

By far the most striking of the S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the Continental S3. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental, were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet.

Chassis number 'BC46XC' it is the first production Bentley Continental S3 'Chinese Eye' bodied in this style (design number '2035') by H J Mulliner, Park Ward Ltd after the two firms' merger. One of only 76-or-so of its type produced, 'BC46XA' is featured in Martin Bennett's book *'Bentley Continental, Corniche & Azure 1951-2002'*, published by Veloce, appearing on pages 127 and 128 of the 2009 edition.

Copy chassis cards on file show that 'BC46XA' was scheduled for display at the 1962 Earls Court Motor Show. The car's original specification details include Shell Grey paintwork, red leather upholstery, electrically operated door windows, plain Sundrym glass throughout, Hirschmann electric aerial and safety belts to all four seats, though the latter were to be left off until after the show.





The June the following year, 'BC46XA' was sold via Jack Barclay Ltd to its first owner, Bernard Myers of Walton Manor Stud & Farms near Bletchley and registered as '966 FYN'. A copy of Jack Barclay's order form is on file. At some time the registration was changed to '115 HYV', which remained on the Bentley until 2002 when it was reregistered as 'NWR 733A'.

There is a paper trail on file dating from 1987 onwards, which consists in part of various bills for repairs and maintenance when a Mr George Sutton of Henley-on-Thames owned the car. He then sold it in 1989 to Mr Raymond Seal from Harrogate. It appears that the Continental was sold in 2002 to James Seymour from Otley, who is believed to be the Rolls-Royce and Bentley dealer J K Seymour. Mr Seymour owned the car for five months before it was sold to Peter Owen from Surrey. Mr Owen kept the car for five years and in 2008 it was sold at auction to an Australian buyer in Adelaide, Mr George Flourentzou, a well-known Bentley collector in Australia.

Mr Flourentzou commissioned a restoration, undertaken between 2008 and 2103, which included a bare metal repaint and re-chroming; new leather upholstery, carpets and over-rugs; removal and re-lacquering of all wood work, etc. Only 500 miles had been covered post-restoration when Mr Flourentzou sold the car to a Bentley dealer in 2014 together with several other Continentals his collection. The current vendor bought the car from the aforementioned dealer in 2014 and shipped it back to the UK.

During his ownership the cross-ply tyres have been replaced with radials and the brakes have been overhauled by renowned marque specialists Fiennes Restoration Ltd in Oxfordshire. Lack of space and use is the reason for the sale. Accompanying documentation consists of the aforementioned paperwork, a V5C registration document and current MoT certificate.

**£90,000 - 120,000**  
**€130,000 - 170,000**



371

*Fox & Nicholl Team Car Replica*

**1936 LAGONDA 4½-LITRE M45 RAPIDE TOURER**

Registration no. DPH 769

Chassis no. 12045

Engine no. 12045

- *One of the fastest British sports cars of its era*
- *Accurate team car replica*
- *Recently completed*
- *VSCC eligibles*







The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. In 1934 a team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Supercharged cars had been banned from the 1934 RAC TT race at Ards in Ulster, so Arthur Fox and Bob Nicholl, who had previously prepared and raced Lagondas, could not use their supercharged Alfa Romeo 8C. Having looked around for an alternative, they announced last minute entries of three very special Lagonda M45s. Distributor Warwick Wright had ordered three 4½-litre competition chassis in black with unfinished wooden dashboards and special springs and batteries. The first two of these new cars, chassis numbers 'Z11078' and 'Z11079', were delivered in July 1934 with the third, 'Z11118', following in August.

In preparation, Fox adopted special crankcases cast in RR50 alloy. Larger cylinder block studs were selected, combating a tendency to snap at high rpm, while blueprinted internals were used virtually throughout. Lubrication and ignition systems were improved and four fuel pumps fitted, wired in pairs with only one pair normally in use. Under TT rules, bodies had to be four-seaters and a hood was required.

In Fox's tradition of ingenious interpretation of race regulations and painstaking attention to detail, the rear tonneau cover could be raised over a neat lightweight tubular frame, thus resembling a hood and satisfying the scrutineers. Rear legroom was provided by deep foot wells and the door-less Fox & Nicholl competition bodies terminated in rounded, centre-finned tail cowls, the tail cover being easily detachable to expose a spare wheel mounted on a hinge-out-and-drop centre lock bracket. A 27-gallon fuel tank was fitted also.





A standard Lagonda radiator was mounted at a slight rake and the cars were fitted with 'fixed' cycle-type mudguards of minimum regulation size. One of the three Ards entries, 'BPK 202', would finish 1st at the 1935 Le Mans at an average speed of 77.86mph having covered 1,868.74 miles.

'DPH 769' is an excellent recreation of those Le Mans team cars, conversion of which was undertaken by the workshop at Bishopcrag. Outstanding attention to detail is evident in the trim, engine preparation, panel work and paint finish. The end result is worthy of the closest inspection. Restoration invoices are on file.

The chassis is the correct 10' 3" wheelbase, incorporating new side rails and original M45R cross members. The engine is a 4½-litre Meadows stationary unit fitted with 8.5:1 compression forged pistons; Kent 'fast road' camshaft; twin SU HV8 carburettors; full-flow oil filter conversion; full-flow exhaust manifold; twin distributors; new sump; and a new ceramic-seal water pump. Power is transmitted via an LG6 clutch to an Alvis Speed 25 gearbox.





The body was fabricated by GP Panelcraft (in 2011), painted by Mistral Cars in Berkshire and trimmed by G H Wright of Milton Keynes. Finished in red to as near original as possible, it is completed by a two-part black duck tonneau cover, front half zipped. Brightwork was re-chromed by Derby Plating.

Other noteworthy features include Rapide brakes; Luvax and Hartford dampers; Dunlop racing tyres; fully crack tested front axle, steering box and arms; rebuilt M45 radiator converted to fit correct M45R cross member and fitted with an electric fan; LG45 differential; 3.3:1 CW/P (original 3.46:1 available); new replica steering wheel; up-rated charging circuit; Rotax headlights; and flashing indicators.

A Classic Le Mans invitee in 2014, the Lagonda comes with an old-style logbook (issued 1951), copy build sheet, V5C document and a valid Historic Technical Passport, and is therefore eligible to compete in most VSCC and Historic Racing & Rallying events.

**£150,000 - 200,000**

**€210,000 - 280,000**





372

## 2005 MERCEDES-BENZ SLR MCLAREN COUPÉ

Registration no. to be advised

Chassis no. WDD1993761M0003883

- *Left-hand drive model delivered new in Italy*
- *Only 4,910 kilometres from new*
- *Recent eight-year major service*
- *Full service history*







Introduced in 2005, their new supercar allowed Mercedes-Benz and its then Formula 1 partner McLaren to showcase their collective experience in the development, construction and production of high-performance sports cars and, just like its legendary 300SLR predecessor of 1955, incorporated technological developments that were ahead of their time. The heart of any car is its engine, and that of the SLR McLaren is truly outstanding.

Produced at Mercedes-Benz's AMG performance division, where each unit was the responsibility of one engineer who carried out the entire assembly process, it is a 5.5-litre, 24-valve, supercharged V8 producing 617bhp, making it one of the most powerful engines to be found in a series-produced road-going sports car. Impressive though this peak horsepower figure is, it is the torque produced by this state-of-the-art 'blown' motor that is its most remarkable feature. The torque curve is almost flat: there is already 440lb/ft by 1,500 rpm and well over 500lb/ft between 3,000 and 5,000 revs.

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

A front-engined layout was chosen for the SLR in the interests of optimum weight distribution, handling dynamics and braking stability, the motor's dry-sump lubrication system - more commonly found in competition cars - enabling it to be mounted lower in the chassis. The five-speed automatic transmission, already used in several high-performance Mercedes-Benz models, has been specially optimised for very high torque and also offers the driver the option of choosing between different shift characteristics using the Speedshift system.



Extending the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's all-new facility in Woking, England. Carbon fibre has been used for decades in the aeronautical industry and in the construction of Formula 1 cars, but is comparatively rare in series-produced road cars because of the expense involved in manufacturing composite structures by hand. Using several patented innovations, Mercedes-Benz and McLaren brought a measure of automation to the carbon fibre manufacturing process, enabling the material's benefits of low weight, exemplary rigidity and strength, corrosion resistance and significantly higher energy absorption in the event of an impact, to be offered in the SLR.

This philosophy of weight saving was extended to the design of the suspension. Clearly showing its Formula 1 parentage, the latter is by means of double wishbones all round, forged in aluminium, as are the hub carriers. The anti-roll bar is positioned above the front suspension and - as in Formula 1 - is controlled via rocker arms. A relatively long wheelbase (at 2700mm) also contributes to the SLR's exemplary handling and directional stability, while the wide track, combined with the low centre of gravity, allows high cornering speeds.

The power-assisted rack-and-pinion steering is speed sensitive, while the SLR's Sensotronic Brake Control (SBC) and Electronic Stability Program (ESP) enable its sporting nature to shine through while maintaining the usual safety standards, achieving an ideal compromise between outstanding dynamic handling and exemplary directional stability. The pioneering use of composite technology was also extended to the brake discs, which are manufactured from a fibre-reinforced ceramic material capable of withstanding extremely high temperatures and offering a level of fade resistance hitherto unattainable in series-produced road cars.

Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds. The Mercedes-Benz SLR McLaren was launched in South Africa and introduced for the 2005 model year priced at \$455,000 (approximately £242,000).





This SLR was supplied new in Italy to the Berlusconi family and has had only two Italian keepers and its one current UK owner. This car comes with full Mercedes-Benz service history and in May 2015 underwent its major eight-year service at SLR Brooklands in Surrey at a cost of £12,000. A clean bill of health from Brooklands will be supplied together with the remainder of its two-year Worldwide Warranty for parts.

Having covered a mere 4,910 kilometres in the last 10 years, mainly in Italy, this car is presented in completely un-touched original condition and appears 'as new', just as one would expect from such sparing use. A Tracker system was fitted recently fitted for insurance purposes, and the car comes with all handbooks, service book pack and spare key. Finished in Crystal Laurite Silver Metallic with Exclusive Red, Silver Arrow leather interior, this pristine SLR is offered with current MoT certificate and a V5C registration document. It should be noted that the current registration 'F1 SLR' is being retained by the vendor.

**£180,000 - 220,000**

**€280,000 - 350,000**



## 1933 ROLLS-ROYCE 20/25HP SEDANCA COUPÉ COACHWORK BY GURNEY NUTTING

Registration no. NFO 931

Chassis no. GEX65

Engine no. G3G

- *First owned by HH Prince Ali Khan*
- *Unique coachwork*
- *Well documented ownership*
- *Restored in the 1980s*



Introduced in 1929 as successor to the Twenty, the 20/25hp up-dated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period. Of the 2,824 made, it is estimated that some 2,600 survive. Even today the 20/25hp Rolls-Royce remains delightful to drive and is a favourite with collectors.

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Some of the most widely admired were the work of J Gurney Nutting, as is the case here. A company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s, Gurney Nutting had been founded in Croydon, Surrey in 1919. The company had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

Off test on 6th March 1933, chassis number 'GEX65' was first owned by His Highness Prince Ali Salman Aga Khan - known as Aly Khan - the famous playboy and son of the Aga Khan. He ordered what is considered among the most attractive coachwork to adorn this model: the perfectly proportioned 'Owen' three-position Sedan Drophead Coupé by Gurney Nutting, Britain's most accomplished and expensive coachbuilder of this period. The car's original registration was 'AGK 665'.





Through H R Owen's Berkeley Square showroom, the Prince ordered several unique features for this car, the most obvious of which is a specially extended bonnet, some 6" longer than standard to give the appearance of the larger Phantom model (build sheets on file). The delivery address was 'Prince Ali Khan, Ritz Hotel, London' and the Prince then took the Rolls-Royce on a tour of the French Riviera. It is reputed that it was in this car that he proposed to the famous film star Rita Hayworth, whom he later married.

The accompanying copy chassis card lists the next owner (from December 1934) as Malcolm Vaughan, Esq of London SW3 followed by Mrs E R T Holmes of Brampton near Huntingdon (from 1945) and P J Spink, Esq of Limpsfield, Surrey (from March 1946). Other records on file list four owners in the USA between 1959 and 1995 when the car returned to the UK. Since then it has had only two owners: Fred Holgate and the current vendor, who acquired the car in 2004.

Extensively restored in 1988, this most elegant Rolls-Royce is finished in black with tan leather upholstery and beige carpets. There are bills in the history file from P & A Wood for £6,450 and Fiennes Restoration Ltd for £9,958 together with others for basic maintenance carried out by Fullbridge Restoration Company and Silver Lady Services totalling £3,351. In addition to the aforementioned paperwork, the car also comes with some expired MoT certificates and a V5C registration document. An owner's handbook, 'town' radiator cap, ignition/door/tool tray keys and an alternative driver's seat (for a shorter individual) are included in the sale.

Described as in generally good-to-very good condition, 'GEX65' represents the very best of 1930s motoring style and is an absolute 'must have' for the Rolls-Royce connoisseur. The sensible provision of a modern full-flow oil filter is the only notified deviation from factory specification.

**£150,000 - 180,000**

**€210,000 - 250,000**

## 1959 JAGUAR XK150S 3.4-LITRE COUPÉ

Registration no. WYH 150

Chassis no. T824868DN

Engine no. VS1983-9

- *Rarest and most powerful of the 3.4-litre XK150s*
- *Original right-hand drive model*
- *Matching numbers*
- *Fully restored during the current ownership*



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable. As with most cars, there are a few body details which could be improved, but we do not know of any more outstanding example of value for money.' - *Autocar*.

A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences but the new model's main talking point was its Dunlop disc brakes; at last the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and automatic transmission were options.

*Autosport's* John Bolster was clearly impressed by the XK150S fixed-head coupé when he tested one in 1959, not the least by its 132mph top speed, which he reckoned could have been bettered had racing tyres been fitted. 'If the XK150S is regarded as an ultra-high speed touring car, it can be said to approach perfection,' said the esteemed motoring scribe.





Testing the very same car, 'XDU 984', *The Motor* agreed, finding the XK150S 'a truly remarkable car which combines a stupendous performance with surprising docility and good manners. To drive it is one of the more memorable experiences motoring has to offer.'

This matching-numbers car is one of only 42 right-hand drive XK150S 3.4-litre fixed-head coupés made and was sold new via Henlys, London to a Captain R C Todhunter, who was serving in Rhodesia (now Zimbabwe) at the time. Shipped to Rhodesia, the car subsequently went to South Africa, winning a number of concours awards there, before returning to the UK circa 2000. Reunited with its original registration number, 'WYH 150', the XK was acquired by the current vendor in July 2006 and has been fully restored while in his ownership, including a bare-metal repaint, the exterior colour being changed from Cotswold Blue to Indigo Blue in the process.

In addition, 'WYH 150' has been upgraded with a Getrag five-speed gearbox; Vicarage power assisted steering rack; 123 electronic ignition; full stainless steel exhaust system including manifolds; single 12-volt battery; and a manual choke (operated via the redundant overdrive switch). The original matching-numbers Moss four-speed gearbox and original steering rack are included in the sale.

There are numerous invoices on file relating to the car's South African and subsequent UK ownership together with a photographic record of the body restoration showing the straight and sound panels. Expired MoT certificates for the period 2005-2011 are present also.

Described by the private vendor as in generally very good condition, having successfully completed a continental touring holiday, this rare and desirable XK150S fixed-head coupé is offered with MoT to June 2016, V5C registration document and Jaguar/Daimler Heritage Certificate confirming matching numbers.

**£90,000 - 110,000**

**€130,000 - 150,000**

375

## 1952 ASTON MARTIN DB2 DROPHEAD COUPÉ

Registration no. JAK 648

Chassis no. LML/50/244

Engine no. LB6B/50/645

- *Fresh total engine rebuild*
- *Rare Drophead Coupe example*
- *Best colour combination*
- *Ready for the summer*



Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Introduced in May 1950, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

Writing in 1952, *Autosport's* John Bolster enthused: 'The DB2 is a very fast sports car of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the "automatic transmission" carriages.' Bolster enjoyed the DB2's outstanding performance and remarked on the car's inherent safety and versatility: 'Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.'

When the DB2 was launched both the Works and many new customers utilized the car's handling prowess and performance for competition use. The legendary Works DB2 Team Cars are well chronicled and vied for honours at the Mille Miglia, Le Mans and here in the UK at Goodwood. When production ceased in May 1953, a total of 411 DB2s had been made, and just under 100 of them the rare and desirable drophead coupé.

This particular example was first registered in December 1952 and is finished in perhaps the most desirable colour combination of all of British Racing Green with a tan interior. The ensemble is perfectly cast with a green hood, and purposeful matching BRG painted wire wheels.





This most attractive car was acquired by the present owner – an Aston Martin collector – in April 2006, and shared a motorhouse with other desirable models from the marque, including DB2 Team Car, DB MKIII, DB4, DB4GT, DB5, V8 saloon and V8 Zagato.

At the time of acquisition, the car had evidently been restored. The body is straight with good shut lines, with paint and brightwork still holding up very well. The interior trim, upholstery and woodwork is all very attractive. Most recently the engine has been completely stripped and rebuilt at great expense by marque specialists Four Ashes Garage of Stratford Upon Avon. Minimal miles have been covered since and the engine will require running in. These works included a race balanced crankshaft and alloy radiator. Furthermore a new stainless steel radiator grille has been hand crafted, costing circa £5,000. The car is matching numbers, retaining its original engine, and comes with a fresh MoT to May 2016, Four Ashes invoices and V5C registration document.

A highly recommended car in very good condition that has had much expenditure spent upon it and ready for the season ahead.

**£250,000 - 300,000**

**€350,000 - 420,000**





376

**1981 FERRARI 512 BB COUPÉ  
COACHWORK BY PININFARINA**

Registration no. HHW 79V

Chassis no. 31453

Engine no. 623

- *Delivered new to the Netherlands*
- *Left-hand drive*
- *29 years with one US owner*
- *Benefiting from recent restoration*







Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. The increase in engine size to 5.0 litres (from the original's 4.4 litres) was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance. 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 *derriere* grew by just over 1". The running gear likewise came in for only minor revision, while 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 280km/h (175mph) in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 300km/h (188mph) was felt entirely realistic.

One of only 929 512BBs produced, chassis number '31453' was built in March 1980 and delivered to Dutch dealer Kroymanns in January 1981. The original colour scheme was *Argento* with Nero hide and matching carpets. The Boxer was subsequently exported to the USA and 'federalised' in 1984 by Mr Steven Wilkinson of California, owner of 'Panteras by Wilkinson', the official De Tomaso importer. During his ownership, Mr Wilkinson tastefully restored the interior, which was re-trimmed in black leather with grey inserts. The original carpets, like the rest of the car, remain in excellent condition.







Mr Wilkinson owned the Boxer for 29 years until it was sold via The Sports Car Company, La Jolla, California to its current owner in July 2013. Shortly before this sale the car underwent a full 'engine out' service by Claudio Zampolli at Cizeta Automobili in California. The car was imported and registered in the UK immediately upon the sale to its current owner and all import duties and taxes have been paid. Since importing the Ferrari, the owner has commissioned a comprehensive review to correct all highlighted faults and return the car to its original (non-federalised) specification. This was carried out by the owner's team of highly skilled technicians who care for his extensive classic car collection.

The Ferrari is now in excellent condition, with all gauges working properly, including the clock. The engine compartment and front luggage compartment are both extremely clean and very well detailed, as is the car's underside. The original jack, jack bag, and tool suitcase with tools are all still present. Suspension components have been refinished and much hardware replaced. On the whole, this is a very sound example of this important yet undervalued model. At around half the price of a Daytona, the Boxer represents excellent value for money. Accompanying documentation consists of a current MoT certificate, a V5C registration document and invoices relating to the car's restoration in 2014.

**£230,000 - 260,000**  
**€320,000 - 370,000**





377

## 1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. MSL 634

Chassis no. 807157DN

Engine no. G3939-8

- *Delivered new in the UK*
- *Converted from right- to left-hand drive*
- *Fitted with factory option over-drive when new*
- *Restored to 'historic rally' specification*



'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.' – John Bolster, *Autosport*.

Newly introduced for 1955, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing lever type at the rear. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators and larger bumpers, the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance and overdrive became an option for the first time. Special Equipment (SE) cars came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the C-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary road-tests regularly recording top speed figures in excess of 120mph.

One of only 479 XK140 drophead coupés originally manufactured in right-hand drive configuration, this example was manufactured in June 1955 and delivered via Glovers of Ripon, Harrogate finished in Pearl Grey with French Grey hood and red interior trim. The car was retailed by Sherwood Brothers, Darlington and first owned by Aycliffe Laundry Ltd, Darlington. The original registration was 'XHN 860'. Its accompanying JDHT certificate confirms that the XK140 retains matching chassis and engine numbers.





The accompanying history file suggests that it was in Germany at some point during the 1990s and it would seem this is when it was converted to left-hand drive. The XK has been in the current family ownership since circa 2001 and was rebuilt in 2007 to 'historic rally' specification. There are bills on file for general mechanical work and servicing over the last few years, including work on the transmission undertaken by John Danby Racing totalling circa £30,000, while the engine was rebuilt by Scholar Engineering in 2003 at a cost of £3,150. Upgrades include disc brakes, power steering, pedal box and a five-speed gearbox, while the bumpers have been removed.

'MSL 634' has FIVA papers dated May 2001 listing it as 'Class X3', and has taken part in numerous historic rallies including the Three Castles. Described by the lady vendor as in generally good condition, with excellent bodywork and paint, this well restored XK140 is offered with restoration invoices, a V5C registration document and a quantity of expired MoT certificates.

**£70,000 - 90,000**

**€100,000 - 130,000**





378 N

## 1966 JAGUAR E-TYPE SERIES I 4.2-LITRE ROADSTER

Registration no. Not UK registered

Chassis no. to be advised

Engine no. 7E 13877-9

- *Left-hand drive*
- *Fully restored in the USA*
- *Upgraded specification*
- *Registered in the Republic of Ireland*



Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.





Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce unsprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150 whose durable four-speed Moss gearbox it retained, although the latter would be replaced when the 4.2-litre engine was introduced.

Launched in October 1964, the 4.2-litre E-Type came with a more user friendly, all-synchromesh gearbox and superior Lockheed brake servo as part of the improved specification alongside the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but beneath the skin there were numerous detail improvements.

These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative earth, while the interior boasted a matt black dashboard and improved seating arrangements. The E-Type's top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Described as in generally excellent condition, this beautiful left-hand drive E-Type roadster was purchased in the USA by the current vendor and fully restored for him by European Collectibles of Costa Mesa, California in 1999. Bills on file show that the rebuild included upgrading the brakes and suspension to competition specification, and we are advised that the car also features competition camshafts and 1" wider wheels. The vendor subsequently imported the car into the Republic of Ireland where it is currently registered.

**£80,000 - 120,000**  
**€110,000 - 170,000**



379

**1963 ASTON MARTIN DB4 SERIES V CONVERTIBLE**

Registration no. DRS 809A

Chassis no. DB4C/1068/R

Engine no. 370/1176

- One of only 70 DB4 convertibles made
- Restored by Desmond J Smail
- Vantage-specification engine
- Air conditioning and other upgrades







'The Aston Martin DB4 was perhaps the finest compromise which the David Brown-owned company ever achieved between exceptionally high-quality, exceptionally high-performance, exceptionally lavish finishing and yet properly contained overall size and weight – a great British product, benefiting from the styling input of Touring of Milan...' – *Motors*, 1965.

Classically proportioned and instantly recognisable from the moment of its introduction in 1958, the Touring-styled Aston Martin DB4 established a look that would survive, with only minor revisions, until 1970. Moreover, it was the first Aston Martin to carry Carrozzeria Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a framework of light-gauge steel tubes welded to a platform chassis. Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'.

Designed by Tadek Marek and already proven in racing, the DB4's new twin-cam six-cylinder engine displaced 3,670cc while the gearbox was a new David Brown four-speed all-synchromesh unit. An immensely strong platform-type chassis, designed by Harold Beach, replaced the preceding DB2/4's multi-tubular spaceframe, the latter being considered incompatible with Touring's Superleggera body construction. 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. Boasting disc brakes all round and with 240bhp on tap, the DB4 was the first production car capable of accelerating from a standing start to 100mph and back to rest again in under 30 seconds. At a time when few family saloons were capable of exceeding 70mph and took an age to get there, this staggering performance made the DB4 just about the fastest thing on the road, easily the equal of its Italian rivals. The DB4 was available only as a closed sports saloon until September 1961 when the convertible version was unveiled at that year's Motor Show. Priced at £4,449, it was £250 more expensive than the saloon and arguably prettier. Passenger space was little changed, though there was more headroom than the saloon could offer.







Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners Club to aid identification as the model evolved. The first cars had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 had been made, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake callipers and an enlarged sump were the major changes made on the Series II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. Including Vantage and convertible models, approximately 1,100 DB4s were produced between 1958 and 1963.

Chassis number '1168/R' was sold new via Aston Martin agents Brooklands in July 1963 to Mr Dino Accini of Holland Road, London and originally was finished in Fiesta Red with fawn Connolly hide interior trim. It was maintained by the factory at Newport Pagnell until 1970 by which time it had passed into the ownership of a Dr Richardson of Wellington, Somerset and subsequently to a Mr J H Vernon from Edgbaston in Birmingham. At some point after 1970 the car was left to decay until the early 1990s. It was then purchased from Aston Martin Lagonda Ltd by Mr David Ciclitira, who commissioned renowned marque specialist Desmond J Smail to completely restore the car.









Carried out between November 1993 and August 1996, the rebuild included full chassis and body rebuild by marque specialist Bodylines, a full re-spray by the marque specialist Spraytech, in Winchester Blue and an engine rebuild, as well as fitting air conditioning and a new convertible hood. This beautiful Aston then remained in Mr Ciclitira's ownership until 2013, being lovingly cared for by Desmond J Smail. Since restoration the engine has been upgraded to Vantage specification (in December 2000) while in June 2013 the gearbox was overhauled; the rear axle rebuilt to incorporate a Powr-Lok limited-slip differential, RS Williams dampers installed; and new tyres fitted at a cost in excess of £27,000. Additional upgrades include a discreet modern radio, fire extinguishing system, negative-earth electrics, alloy wheel rims, electric windows, central locking and an alarm. A stunning example of one of the final, 5th series, '1168/R' comes complete with a rare original factory hard top, a good history file, V5C registration document, MoT to August 2015 and detailed restoration records.

Combining Aston Martin's traditional virtues of style and performance with the joys of open-air motoring, the DB4 Convertible is most sought after and highly prized today. With the exception of the Zagato, the DB4 Convertible is the rarest Aston Martin road car of the David Brown era with a total of only 70 built, six less than the legendary DB4 GT.

**£900,000 - 1,000,000**

**€1,300,000 - 1,400,000**



## 1986 AUDI QUATTRO SPORT SWB COUPÉ

Registration no. C541 MGN

Chassis no. WAUZZZ85ZE905206

- *Ultra-rare 'homologation special'*
- *22 years in the current ownership*
- *52,934 kilometres from new*
- *Recently serviced and MoT'd*



One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodyshell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more available in competition tune. Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Driver's Championship in '83 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply its quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

The Sport version of Audi's sensational Quattro was launched in the autumn of 1983, three years after the original's unveiling at the Geneva Salon had taken the motoring world by storm. It had a shortened wheelbase and was fitted with a new, lighter version of the five-cylinder engine boasting an aluminium block and a twin-cam 20-valve cylinder head, while anti-lock braking made its first appearance on a Quattro-equipped Audi. Running on Bosch HI-Jetronic fuel injection, the extensively revised engine developed a claimed 306bhp and gave this quite remarkable road car a top speed of around 155mph. Audi built only 214 examples of the Sport, though only 164 were actually sold to customers.

This particular Audi Quattro Sport was imported into the UK in March 1990 and registered to Mr M D Lindup of London SW20. The car passed to the current owner in September 1993 and is one of a pair of Sport Quattros he owns; the other resides in North America. It has thus been with its current owner for 22 years, covering fewer than 3,000 kilometres since acquisition. This car is a superb example of the Sport Quattro, in very good original condition and the best colour scheme in terms of the model's rallying pedigree.





The accompanying service book was stamped at the supplying dealer on 4th April 1986 and next by GTi Engineering on 26th April 1991 (at 36,870 kilometres) followed by Scotts Audi, London on four occasions between May 1997 (50,408kms) and July 2000 (52,578kms). Since then the car has been 'Carcooned' in a West London basement garage, started frequently using fresh fuel and run up to temperature but not driven on the road. The current odometer reading is 52,934 kilometres (approximately 32,900 miles).

'C541 MGN' is presently with AM Cars in Ilminster for a service, re-commissioning, MoT test, etc (see bill on file). Representing a rare opportunity to own a piece of Audi's rallying history, this ultra-rare Quattro Sport is offered with the aforementioned service book, handbook (in German), owner's plastic wallet, V5C registration document and a quantity of expired MoT certificates.

**£200,000 - 250,000**

**€280,000 - 350,000**



381 \* N

## 1911 ISOTTA-FRASCHINI TIPO PM ROADSTER COACHWORK BY CARROZZERIA PAVESI & CRESPI

Registration no. Not UK registered

Chassis no. 3614

Engine no. 3614

- *Premier marque*
- *One of an estimated three survivors*
- *Rare Italian coachbuilder*
- *Fully restored*



The Isotta-Fraschini was Italy's prestige car, just as Rolls-Royce was Britain's and the Hispano-Suiza France's. All were rivals and each claimed the title of 'best car in the world'. Founded in Milan in 1898 by partners Cesare Isotta and Vincenzo Fraschini, Isotta-Fraschini started out as Renault agents and exhibited the first car of its own, a single-cylinder, 5hp voiturette, at the 1901 Milan Expo. A twin-cylinder model was on offer in 1902, which was quickly followed by a range of four-cylinder cars built along Mercedes lines. Designer Giustino Cattaneo arrived in 1905 and over the next three years introduced nine new models as the 'old' Isottas were phased out. He would be responsible for all of the company's cars up to 1933. Cattaneo's first designs were all four-cylinder models, one of which would form the basis of Robert Bamford and Lionel Martin's first 'Aston Martin' special of 1914. Production expanded and by 1906 Isotta-Fraschini was second only to FIAT among Italian manufacturers, albeit a long way behind with 300 cars built compared to the 1,800 of its Turin-based rival.

In collaboration with Vincenzo's brother, Oreste Fraschini, Cattaneo devised an ingenious mechanism that enabled drum brakes to be mounted on the front axle, which was first shown at the Paris Salon in 1910. Despite the scepticism of many, Isotta introduced front-wheel brakes on some of its production cars for 1911 and by 1914 they were standard on its larger models, making Isotta-Fraschini the first motor manufacturer to produce a commercially viable front-wheel braking system. A bewildering variety of models numbering almost 40 was produced up the World War I, including some limited-edition racers powered by overhead-camshaft 16-valve engines.

The company was soon making a name for itself in competition and would continue to enjoy success for many years. In June 1902 Oreste Fraschini had taken 2nd place in the Sassi-Superga hill climb while five years later the marque scored a resounding victory in the tough Coppa Florio race and also won the Briarcliff Trophy. In 1908 Isotta-Fraschini won the Briarcliff again and took 2nd place in the Vanderbilt Cup. Further victories were achieved at Lowell, Long Island and Savannah, and Isottas were the highest-placed four-cylinder racers in the Coupe des Voiturettes. In 1913 three Isotta-Fraschinis were entered in the Indianapolis 500 race, becoming the first cars with four-wheel brakes to compete in that event. Records show that among the Isotta-Fraschini drivers in 1920 was a young Italian named Enzo Ferrari.







Isotta-Fraschini built many fine cars prior to WWI but is best remembered today for the Cattaneo-designed Tipo 8 and its derivatives. Introduced in August 1919 as the result of Isotta's switch to a one-model policy, the massively built Tipo 8 was the world's first series production straight eight. Its magnificent engine was a 5.9-litre, overhead-valve unit producing 80bhp at a lowly 2,200rpm; a nine-bearing crankshaft, alloy cylinder block, and magneto ignition were features. Chassis details included a three-speed gearbox, multi-plate clutch, semi-elliptic springing and coupled four-wheel brakes. By contrast, Rolls-Royce did not fit four-wheel brakes until 1925.

Conceived as a chauffeur-driven luxury conveyance, the Tipo 8 was aimed at the United States market where it was the choice of such world-famous film stars as Rudolph Valentino and 'It Girl' Clara Bow. Other Isotta owners in the United States included press baron William Randolph Hearst (Orson Wells' real-life model for 'Citizen Kane') and world heavyweight champion Jack Dempsey. Customers closer to home included the Queen of Rumania, the King of Italy, Pope Pius XI, Benito Mussolini and a host of European princes, while King Fuad of Egypt, King Faissal of Iraq, the Aga Khan and various Indian maharajahs all bought Isottas. The company's claim that it produced 'The Aristocrat of Automobiles' was no idle boast.





The car offered here is one of the Tipo 8's illustrious ancestors - the Tipo PM - a 6.0-litre four-cylinder sidevalve model equipped with chain final drive. Reliable, stylish and quick, like all its maker's creations, Tipo PM was produced from 1911 through 1912 with only 60 chassis being built, of which it is estimated that only three survive. Chassis number '3614' carries two-seat roadster coachwork by Carrozzeria Pavesi & Crespi of Milan, an established carriage-maker that bodied its first automobile around 1900. The firm only existed for a dozen more years and examples of its work are extremely rare.

This Tipo PM was purchased in December 1986 from one Edward Lucas Ferris II by Roger J 'Joe' Locey of Chardon, Ohio. In 2001 Locey sold '3614' to noted 'brass car' collector, Richard King. Documents relating to these changes of ownership are on file together with a State of California Certificate of Title. An extensive restoration was carried out circa 2011/2012, returning the original coachwork to the chassis. Upon the restoration's completion this beautiful Isotta-Fraschini took 2nd in class at the 2012 Pebble Beach Concours d'Elegance.

Please note this Lot will be subject to the reduced import tax of 5% should it remain in the EU.

**£350,000 - 475,000**

**€490,000 - 670,000**



382

## 1968 LOTUS ELAN S3 COUPE

Registration no. VPA 182E

Chassis no. 7749

Engine no. LP 11551 LBA

- *Two owners from new*
- *Well documented history file*
- *Less than 20,000 miles from new*
- *Stylish British Classic*



Launched in October 1962, the Elan was available as a complete car or a kit at reduced price. Suspension was all independent with unequal-length wishbones at the front, while a wide-based lower wishbone and modified Chapman Strut, as used in Lotus Grand Prix cars, was employed at the rear. Rack-and-pinion steering was sourced from the Triumph Vitesse, and there were Girling disc brakes all round. The Elan's engine was a highly modified 1,498cc (later 1,558cc) Ford Cortina unit incorporating Lotus's own twin-camshaft cylinder head, and both the gearbox and differential came also from Ford.

With the introduction of the improved S3 model in September 1965, the Elan became available as a fixed-head coupé for the first time, having previously been sold only in drophead form with optional separate hardtop. Other civilising improvements included electric windows, re-designed dashboard and better trim. Powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973.

This S3 was purchased new by a Mr David Penney of Dorking as a kit, from Gemini Cars, and built by Walker Racing Shop. After circa 19,850 miles had been covered, the car was placed in heated storage, remaining there for 30-or-so years before being re-commissioned around 2002. The tyres, brakes, shock absorbers, exhaust system and suspension 'donuts' were replaced at this time. Mr Penney subsequently sold the Elan in 2005 via the Bonhams Beaulieu auction where it was acquired by the present owner to join a large collection of British cars.

Recent refurbishment prior to sale included the carburettors, brake calipers, master cylinder, clutch reservoir, flexible hoses, front suspension bushes and donuts. Knock-on drilled wheels and a metal-sprayed exhaust system are listed modifications from factory specification, while the car comes with jack and tools. Finished in blue (a stock Lotus colour) with black interior, the Elan now showing 19,934 miles, is offered with purchase invoices and all bills for subsequent work, owners handbook, a recently expired MoT (January 2015) and Swansea V5.

**£16,000 - 20,000**

**€22,000 - 28,000**



383

## 1964 DAIMLER SP250 ROADSTER

Registration no. AJW 464B

Chassis no. 104404

Engine no. 97650

- *Glassfibre coachwork*
- *An older restoration*
- *Comprehensive history file*
- *Believed-genuine 44,527 miles from new*



An unusual departure for a firm more noted for its stately limousines, the SP250 sports car was Daimler's final fling before the firm's acquisition by Jaguar. Aimed at the North American market and launched in 1959, the SP250 employed a separate ladder-type chassis on which sat controversially styled glassfibre coachwork constructed by Daimler themselves. Four-wheel disc brakes were an unusual feature at the time, but unquestionably the car's biggest virtue was its 2.5-litre V8 engine. An outstandingly flexible unit designed by Triumph Motorcycles' Edward Turner, the smaller of Daimler's two V8s produced 140bhp, an output good enough to propel the SP250 to a top speed of 125mph. In keeping with the demands of its intended market, automatic transmission was available as an option. The model survived Jaguar's 1960 takeover, benefiting from its new owner's attention that resulted in the much improved 'B' version. Introduced in April 1961, the SP250 'B' boasted a stiffer chassis and thicker glassfibre coachwork; its 'C' replacement, introduced in April 1963, differed only in detail. The Jaguar E-Type's arrival sounded the death knell for the SP250, which ceased production in 1964.

This beautiful 'C-series' has had only six owners from new, two of whom kept it for a combined total of 39 years. 'AJW 464B' had already been restored prior to its acquisition by the current vendor some five years ago. The engine was rebuilt in 1998, since when only some 5,000 miles have been covered. The suspension and brakes were overhauled that same year and a bespoke stainless steel exhaust system installed, while the leather upholstery and the convertible hood remain original.

Stunningly presented in its original colour scheme of black with red interior, the car currently displays a believed-genuine total of 44,527 miles on the odometer, a figure largely supported by documentation in the history file, which includes MoT certificates dating back to 1970 when the mileage recorded was 28,000. This comprehensive file also contains the original green logbook, owner's handbook, original sales brochure, copy of Manx registration book, old tax discs, owners' club correspondence, sundry invoices, magazine articles, and parts/service manuals (on DVD). One of the very best of its type currently available, this delightful SP250 is MoT'd to April 2016 and comes with a V5C registration document.

**£45,000 - 55,000**

**€63,000 - 76,000**

## 1966 MERCEDES-BENZ 230SL ROADSTER

Registration no. HKG 810D  
Chassis no. 11304220017135  
Engine no. 12798120013254

- Landmark, first-of-the-line model
- Long-term enthusiast ownership for 37 years (1972-2009)
- Fully restored by recognised specialists
- Fastidiously maintained



A roadster model finished in red with beige leather interior, this car is a right-hand drive example of the 230SL, a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230SL even managed a debut competition victory, as *Sporting Motorist* noted: 'Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory.'

Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This manual transmission 230SL was purchased in 1972 by the late Geoff Tarrant, the immediately preceding owner, as a 'high days and holidays' car to enjoy with his family. He repainted the Mercedes red (from blue) to match his wife's Triumph Herald, and used it regularly up to 1976 when the car was placed in storage. Geoff wanted to carry out the restoration himself but did not find the time until he retired, some 25 years later. The restoration took the next ten years and was carried out with the help of various specialists including Rob Lowe of Forest Corner Garage, Hangersley Hill, Hampshire. In a letter to the current vendor (on file), Rob states that FCG carried out a complete engine rebuild (including unleaded conversion); comprehensively overhauled the suspension and steering; checked and fully serviced the gearbox and rear axle; and renewed the front brake callipers, rear brake drums, brake lines, fuel lines and the radiator. In addition, the exhaust system was replaced with a full stainless item; the fuel tank sonic-cleaned and powder coated; and most of the suspension arms, covers, etc replaced or re-coated.





From FCG the car went to Nidor Bodyworks in Poole where the bodywork was completely stripped and restored, after which it went to coach trimmer K Baggs to have the interior trim and hood fitted. Mr Lowe concludes by stating that: 'In summary your car was rebuilt to a very high standard by myself, the bodyshop, the trimmers and Mr Tarrant from front to back using predominantly new components, with no expense spared.'

Sadly, Geoff Tarrant became ill with cancer and did not see the restoration finished, though he did get to drive the almost completed car before he died in October 2009. The current vendor bought the Mercedes, complete with the parts needed to finish it, from Geoff's widow in March 2010. He immediately sent it to independent Mercedes-Benz specialist Neil Cawte of Cawte Garage, who sorted out the inevitable teething troubles and got the car running properly. Neil has serviced the 230SL every year since then, keeping it in tiptop running order. Kept in a Carcoon, 'HKG 810D' has covered only 1,200 miles since the restoration's completion in 2011 and is described by the private vendor as in generally excellent condition. Accompanying documentation consists of the aforementioned letter, a two-page article about the car, an old-style buff logbook, some expired MoT certificates, a V5C registration document and a quantity of restoration invoices.

**£55,000 - 65,000**  
**€77,000 - 92,000**



385

## 1970 MASERATI GIBLI 4.7-LITRE COUPÉ COACHWORK BY CARROZZERIA GHIA

Registration no. KRX 742H

Chassis no. AM115 1730

Engine no. AM115 1730

- *Unsurpassed styling*
- *Left-hand drive*
- *Bodywork restored and repainted in 2007*
- *Maintained by marque specialists*



'It differs from many cars of similar performance in that it is equally as suited to going to the opera as blasting down to Palermo on the Autostrada.' – *Road & Track*.

A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at *Carrozzeria Ghia* by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks. Its styling made such an impression that it effectively provided the foundation for Giugiaro's career as an independent designer, making the Ghibli a landmark supercar in more ways than one.

More than 4.5m long and 1.8m wide, the Ghibli occupied an inordinate amount of space for a mere two-seater, but perhaps the most startling aspect of its appearance was the height, or rather the lack of it. Dry-sump lubrication enabled the engine to be mounted deep in the chassis, permitting a low bonnet line, while limited suspension travel ensured that the tyres did not foul the wheelarches. The roofline fell away from the top of the steeply raked windscreen to the chopped-off tail, Giugiaro thus achieving a cabin lower than that of almost all the Ghibli's contemporaries.

Like the contemporary Mexico 2+2, the Ghibli used a shortened version of the Quattroporte saloon's tubular steel chassis in its live rear axle form. Perhaps surprisingly, the Ghibli set-up used leaf springs and a single locating arm in preference to the more complex suspension arrangements favoured by its rivals.





The power unit was Maserati's proven, four-cam, 90-degree V8 - designed by chief engineer Giulio Alfieri - an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version in order to meet ever more stringent emission laws. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era. Ghibli production ceased in 1973 after approximately 1,149 coupé and 125 spyder models had been built.

Manufactured in July 1970, this 4.7-litre Ghibli was purchased by its current owner from marque specialist, Mistral Motors in Bussolengo, Italy in 2005. The car had been subject to restoration prior to the new owner registering the car in the UK.

In 2007 the owner decided to repaint the Maserati to match his Light Car Company Rocket, whereupon a bare-metal body restoration was undertaken, removing any corrosion then present. The cream leather interior has recently been cleaned and renovated and, as the car has been used sparingly and professionally stored in the interim, both the body and interior remain in very good condition. Mechanically, the car has been maintained by several well known independent specialists with an extensive service having been completed recently, and now benefits from new tyres to original specification. Accompanying paperwork consists of sundry restoration invoices, a V5C registration document and a freshly issued MoT certificate.

One of the most stunning motor cars ever made, the Ghibli was a worthy rival for the Ferrari 'Daytona' and represents exceptional value for money today, just as it did 40 years ago.

**£100,000 - 140,000**  
**€140,000 - 200,000**

**1988 ASTON MARTIN V8 'SERIES 5' AUTO SALOON**

Registration no. E829 cGN  
 Chassis no. SCFCV8157JTR12607  
 Engine no. V/585/2607

- *Automatic transmission*
- *Extensive service history*
- *Recent maintenance by Aston Service London*
- *Circa 79,000 miles from new*



Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming 'Series 4', scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler, while the interior became even more opulent, gaining the Volante's wood-embellished fascia together with leather headlining, a restyled centre console and improved air conditioning. The latter was by now standard equipment, as was power-assisted steering, a limited-slip differential, electric window lifts and a heated rear window. Automatic was the standard transmission offering, five-speed manual the option.

*Autocar* magazine found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. 'It sets new standards of excellence for the company. In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at.'





Launched in January 1986, the Aston Martin V8 'Series 5' adopted the latest Vantage specification (engine excepted) the following year and thus boasted the Vantage's revised bodywork and 16" wheels. Fuel injection was reintroduced on the Series 5, on this occasion a Weber system rather than the earlier Bosch. Power output of the standard car was now quoted as 305bhp. Automatic was still the standard transmission offering, five-speed manual an option, and even when equipped with the former the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

The copy of its record card shows that this 'Series 5' V8 was supplied new via Aston Martin Sales Ltd to R J D'Aubigny, Esq of London NW6. The car was delivered finished in Warwick Blue with Magnolia leather upholstery and blue carpets edged in dark blue. Its accompanying service book records servicing by Aston Martin Works in 1988, '89 and '90, Ian Mason throughout the early 1990s, then Grange Aston Martin of Welwyn and finally Desmond Smail in 2001 (at 68,862 miles). There are also bills on file dating from 2005 from Bodylines for front end repairs and from Desmond Smail for various other works, which together total in excess of £26,000.

In February 2013, the car was purchased by the current owner via Chiltern Aston Martin following a 'snagging list' of works carried out plus a service in March '13 at 73,750 miles. The V8 returned to Chiltern Aston in 2013 and 2014 for further works and servicing, and since then has been looked after by Aston Service London, its most recent visit being in March 2015 for a new brake master cylinder and general repairs at a cost of £2,300. Accompanying paper work consists of the aforementioned service history and related invoices, AML warranty, a quantity of old tax discs and MoT certificates, V5C registration document and a current MoT. A sales brochure, owner's handbook and fuel injection supplement are included in the sale.

**£85,000 - 100,000**

**€120,000 - 140,000**

387

**1959 MERCEDES-BENZ 190SL  
CONVERTIBLE WITH HARDTOP**

Registration no. MEE 303

Chassis no. 121040-20-9501271

Engine no. 121921-20-9501300

- *Original right-hand drive UK car*
- *Fully restored to show standard*
- *Concours winner*
- *Complete with factory hardtop*



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

In 1954 Mercedes-Benz had introduced the 300SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.





Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 60mph in 13.5 seconds and on to a top speed of 106mph; it was also relatively economical. *Road & Track* found that 'on the highway an 80mph cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability.'

With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190SL was both more refined and more comfortable than any contemporary British sports car. The model, a miniature 300SL in appearance, was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

The right-hand drive 190SL offered here was delivered new to the UK and has benefited from long-term ownership and diligent care of more than 20 years. The car was fully restored to show standard between 1988 and 1990, including overhauls of the engine, transmission and electrical system, and was displayed by the previous owner at classic car shows in the East Midlands and beyond, winning multiple concours awards. 'MEE 303' was acquired in December 2012 by the current vendor, who describes the car as in superb unmarked condition, even underneath.

The 190SL is to standard factory specification apart from the sensible provision of a stainless steel exhaust system, and comes complete with a factory hardtop finished in body colour. Not to be mistaken for one of the other run-of-the-mill 190SLs that have not been detailed to the same extent, this beautiful soft-top Mercedes-Benz is offered with a comprehensive set of fully descriptive restoration invoices, current MoT certificate, a V5C registration document and a copy of the factory data card confirming the original colour as Ivory.

**£90,000 - 120,000**  
**€130,000 - 170,000**

388

## 1964 CHEVROLET CORVETTE STING RAY CONVERTIBLE RALLY CAR

Registration no. LMD 126B  
Chassis no. 40867S103432  
Engine no. 46239144

- *Proven record in classic rallying*
- *Potential front runner*
- *Recent extensive renovation*
- *Comprehensive history file*



This 1964 Chevrolet Corvette Sting Ray rally car has the 340ci (5.6-litre) V8 engine and four-speed manual transmission. It was rallied by Duncan Robb-Cummings in the Monte Carlo Challenge four years in succession: 1998, 1999, 2000 and 2001, and was also campaigned in the 1999 Rallye Des Lavandes and the 2000 and 2001 Rallye de Paris. The Corvette was featured in *Classic & Sports Car* magazine and *Classic Car Weekly* at that time and comes with a huge history folder containing photographs, MoTs, ferry passes, entries and correspondence concerning all the events it took part in.

This Corvette has now covered 82,999 miles from new. It came out of storage last year and since then has been restored and is ready to rally. While in the vendor's ownership it has had two new FIA specification 4-point Sabelt seat belts fitted; the front and rear brakes have been stripped and rebuilt, and new hand brake cables installed; gear selector rebuilt; headlight motors replaced; new wiring loom; new expansion tank; new Kenlowe fan; and a rebuilt radiator.

In addition, the chassis has been extensively cleaned, treated and re-undersealed, while plates have been welded to the chassis leg. A new hood has been fitted and the hood mechanism rebuilt. The steering column, fuel tank and header tank are new, while the carburettor and fuel pump have been reconditioned. The car has been re-sprayed and there are new carpets throughout. Over £12,000 has been spent on this car in the last 12 months (bills on file), with much of the work being carried out by Rare & Performance Motors in Rushmoor, Surrey, builders of Lord March's Corvette Stingray race-car.

Now producing in the region of 349bhp, this amazing looking Corvette sounds epic and really flies, making E-Types and 911s look pedestrian. 'LMD 126B' has gained pride of place on the start line at Goodwood on the last six occasions it was invited, and in the right hands is a likely front runner in any rally event in Europe. Tuned, fully serviced and freshly MoT'd, it comes with the aforementioned history file, previous FIVA Certificate and V5C registration document.

**£30,000 - 40,000**

**€42,000 - 56,000**



389

## 1962 MORRIS MINI MINOR SALOON

Registration no. TSL 950  
Chassis no. M-A2S4/124536  
Engine no. 8AM-U-H/337118

- *Early example of an iconic model*
- *Original and un-restored*
- *Believed-genuine 17,520 miles from new*
- *Offered from a private collection*



'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, *'Complete Classic Mini'*.

The passage of time since its departure 15 years ago has only served to enhance the original Mini's classic status, resulting in a healthy demand for exceptionally original and un-restored examples such as that offered here, which displays a believed-correct total of only 17,520 miles on the odometer. There is no supporting paperwork, but the car's appearance suggests that the total is correct. A lovely 'time warp' example, it is in generally good condition, although some surface corrosion is beginning to appear in places.

The accompanying BMIHT certificate (issued in 2009) confirms matching engine and chassis numbers and reveals that the Mini was despatched on 22nd May 1962 to London based Morris distributors, Stewart & Arden Limited. It still retains its original colour scheme of Smoke Grey with Dark Grey interior.

The previous recorded keeper is a Mr Peter Attenburrow, who acquired the Morris Mini Minor from Brooklands (Exeter) Limited in February 2011. The car has been with its present owner since October 2013, forming part of his private collection together with four other Minis.

The accompanying history file contains the aforementioned BMIHT certificate, a purchase invoice, driver's handbook, V5C registration document and a number of expired MoT certificates, the earliest issued by a Brighton garage in 2005 with an odometer reading of 17,500 miles. The most recent MoT was issued by Brooklands in January 2011 at 17,520 miles. A wonderful opportunity to acquire an original and unmolested example of one of the 20th Century's greatest cars in its earliest, purest form.

**£6,000 - 10,000**  
**€8,400 - 14,000**

**1970 PORSCHE 911 3.0-LITRE RALLY CAR**

Registration no. WRP 217H

Chassis no. 9110120812

Engine no. 6390045

- Prepared by Francis Tuthill
- 4th place finisher, 2005 East African Safari Rally
- Maintained with no expense spared
- MSA papers



Few sports cars are as versatile as Porsche's perennial 911, a model that, for the past 50 years, has proved equally capable as a Grand Tourer, circuit racer or rally car. The 911 first appeared in the latter role, as a works entry, on the 1965 Monte Carlo Rally. Group wins were achieved in the European Rally Championship in 1966 and 1967, with works driver Vic Elford securing the overall European Championship in the latter.

In 1968 the 911 emphatically established its credentials as a frontline rally car, works-entered 911s winning eight of the 15 European Championship rounds with works driver Pauli Toivonen taking the European title. Two years later the 911 brought Porsche its first World Championship of Makes. Today, the Porsche 911 in its many forms is a mainstay of historic rallying worldwide.

By far the most successful historic Porsche rally specialists in the UK are Banbury based Tuthill Porsche, whose customers have won events in historic rallying globally, including the British Historic Rally Championship and the East African Safari Rally in 2011 with father and son team Björn and Matthias Waldegård.

Father and son, Francis and Richard Tuthill, have gathered an enormous amount of experience and knowledge, building well over 100 competition cars for some of the best drivers in the world including Björn Waldegård, Jimmy McRae, Russell Brookes, Tony Pond, Walter Röhrl, Michèle Mouton and more recently Francois Deleçour.





This particular car was fully prepared in 2005 from a bare 1970 Porsche 911T bodysell to full 'Safari Specification' and then driven and tested by Jimmy McRae. It was then used for just only two events: the 2005 East African Safari Rally, driven by John Lloyd to 4th place overall, and the 2006 Carrera Sudamericana driven by the previous owner on his first major event to 10th place overall.

The specification is very comprehensive, as the car was built on a 'no-expense-spared' basis, which included a welded roll cage that picks up on all suspension points, including the rear torsion tube. Other highlights are full Safari suspension that includes WRC four-way fully adjustable dampers; a 90-litre fuel tank designed to enable twin spare wheels to be accommodated ahead of it; a competition lightweight wiring loom and latest dashboard; centrally mounted 'Marathon' oil tank; and oil coolers mounted in the 'Duck Tail' rear spoiler, etc.

The engine is a 3.0-litre, twin-plug 'high torque' unit giving a healthy and reliable 250bhp-plus, which is coupled to a limited-slip differential and high-ratio competition gearbox with its own oil cooler. An equivalent new-build car today, Tuthill inform us, would cost in excess of £150,000 and in the right hands this car is still more than capable of a podium place in any major international historic rally.

The Porsche was purchased by the current vendor at Bonhams' Spa Classic Sale in May 2013 (Lot 37) having undergone a £30,000 rebuild by Francis Tuthill following its last rally. Since acquisition the car has benefited from extensive work exclusively by Tuthill, as evidenced by detailed invoices on file. The car also comes with an MSA Historic Rally Vehicle Identity Form and Competition Car Logbook, French Carte Grise and V5 registration document.

**£70,000 - 90,000**  
**€99,000 - 130,000**

**END OF SALE**

13-14 August, Carmel, CA  
Consignments now invited

*The ex-Lou Fageol*  
**1953 FIAT 8V SUPERSONIC**  
Coachwork by Ghia  
Design by Giovanni Savonuzzi

# QUAIL LODGE AUCTION



MOTORVEHICLE ART BY *Tony Stone*

# Bonhams

[bonhams.com/quail](http://bonhams.com/quail)



## ENQUIRIES

+1 (415) 391 4000, West Coast

+1 (212) 461 6514, East Coast

motors.us@bonhams.com



### **1923 BENTLEY 3-LITRE SPEED MODEL FOUR-SEATER SPORTS TOURER**

Coachwork by Chalmer & Hoyer  
Chassis No. 409

*The ex-Charles G. Renaud  
One of just four examples ever built  
Pebble Beach Concours d'Elegance Award Winning*

### **1951 FERRARI 212 INTER CABRIOLET**

Coachwork by Vignale  
Ferrari Classiche Certified



*The ex-William Harrah Collection*  
**1910 POPE-HARTFORD MODEL T  
40HP FIVE-PASSENGER TOURING**



# GOODWOOD REVIVAL SALE

Important Collectors'  
Motor Cars and Automobilia  
Saturday 12 September 2015  
Chichester, Sussex

Entries now invited



**1965 ASTON MARTIN  
DB5 CONVERTIBLE**  
£1,000,000 - 1,200,000





The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

#### ENQUIRIES

+44 (0) 20 7468 5801  
ukcars@bonhams.com

Left

*The ex-Robert Graves*

**1927 AMILCAR C6 RACING VOITURETTE**

Chassis no. 90037

£400,000 - 500,000

Right

*The ex-Robert Graves*

**1927 AMILCAR C6 RACING VOITURETTE**

Chassis no. 90032

£250,000 - 300,000



# Bonhams

[bonhams.com/motorcars](https://bonhams.com/motorcars)



# THE CHANTILLY SALE

—05.09.15—

**Exceptional  
Collectors' Motor Cars**  
5 September 2015  
Château de Chantilly, France

**Entries now invited**

**1972 MASERATI  
BOOMERANG**  
Chassis no. 081  
Engine no. 902  
Estimate on request

© Adolfo Orsi Archive





Bonhams is delighted to announce a new addition to its European auction calendar at the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours, a great success in its inaugural year in 2014, this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

Early entries already include a one-off bodied Bugatti Type 57 Drophead Coupé and 1972 Maserati Boomerang.

*One-off bodied*

**1938 BUGATTI 57  
DROPHEAD COUPÉ**

Coachwork by Carrosserie  
Albert D'leteren, Bruxelles  
Chassis no. 57589

**€1.400.000 - 1.700.000**

© M. Zumbrunn

**ENQUIRIES**

**Europe**

+32 (0) 476 879 471  
eurocars@bonhams.com

**UK**

+44 (0) 20 7468 5801  
ukcars@bonhams.com

**USA**

+1 212 461 6515  
+1 415 503 3285  
usacars@bonhams.com



# Bonhams

## THE BEAULIEU SALE

### Collectors' Motor Cars and Motorcycles

The National Motor Museum  
Beaulieu, Hampshire  
Saturday 5 September 2015

Entries now invited

We are now consigning entries  
for our forthcoming Beaulieu sale.  
For details of how to take part please  
contact the relevant department.

*In family ownership since 1930,  
matching numbers, barn discovery*  
**1929 BENTLEY 4½-LITRE SALOON**  
Coachwork by H J Mulliner  
**£150,000 - 250,000**

#### ENQUIRIES

##### Motor Cars

+44 (0) 20 7468 5801  
ukcars@bonhams.com

##### Motorcycles

+44 (0) 20 8963 2817  
motorcycles@bonhams.com

##### Catalogue

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



# Bonhams



**Preserving the Automobile:  
An Auction at the Simeone Automotive Museum**  
Monday 5 October  
Philadelphia, Pennsylvania

**ENQUIRIES**  
+1 (212) 461 6514, East Coast  
+1 (415) 391 4000, West Coast  
[motors.us@bonhams.com](mailto:motors.us@bonhams.com)

Bonhams is delighted to return to the Simeone Foundation Automotive Museum this fall, where the Alexis duPont Collection will proudly be offered. Featuring the duPont Formula 3 team, the Collection includes two Cooper cars, factory works spares, Norton engines and period tow vehicles as well as additional vehicles and materials.



# Bonhams

[bonhams.com/simeone](http://bonhams.com/simeone)  
photo credit: [barcboys.com](http://barcboys.com)

## TCM PRESENTS

Monday 23 November 2015  
New York



**STEVE MCQUEEN'S ICONIC  
RACE SUIT MADE FOR HIS  
CHARACTER MICHAEL  
DELANEY IN LE MANS, 1971**  
US\$200,000 - 300,000  
£130,000 - 190,000

### ENQUIRIES

+44 (0) 20 7393 3844  
[entertainment@bonhams.com](mailto:entertainment@bonhams.com)

This lot will be on view at the  
Goodwood Festival of Speed sale.



# Bonhams

NEW YORK

[bonhams.com/entertainment](http://bonhams.com/entertainment)



**POST-WAR &  
CONTEMPORARY ART**

Wednesday 1 July 2015  
New Bond Street, London

**ANISH KAPOOR (B. 1954)**

*Untitled*, 2012  
stainless steel and lacquer  
*Diameter*: 124.5 cm. (49 in.)

£400,000 - 600,000

€550,000 - 825,000

**ENQUIRIES**

+44 (0) 20 7468 5864  
[ralph.taylor@bonhams.com](mailto:ralph.taylor@bonhams.com)



**Bonhams**

LONDON

[bonhams.com/contemporary](http://bonhams.com/contemporary)



# ZOUTE SALE

by **BONHAMS** <sup>1793</sup>

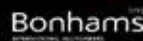
KNOKKE LE ZOUTE - BELGIUM  
8-9 OCTOBER 2015  
[WWW.ZOUTEGRANDPRIX.BE](http://WWW.ZOUTEGRANDPRIX.BE)



#### PLATINUM SPONSORS



#### GOLD SPONSORS



#### SILVER SPONSORS



#### PARTNERS



A LIMITED NUMBER OF QUALITY ENTRIES ARE NOW INVITED

[WWW.ZOUTEGRANDPRIX.BE](http://WWW.ZOUTEGRANDPRIX.BE)



13TH ANNUAL

# THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 14, 2015 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



*Winston Goodfellow*

## CALLING ALL CARS!

*The Quail, A Motorsports Gathering* invites you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your private collection.

### 2015 CELEBRATED THEMES:

Long Tail Cars of Le Mans | Coachbuilt Ferraris | Iconic Pre-1965 Porsches

### TRADITIONAL CLASSES:

Pre-War Sports and Racing | Post-War Racing | Post-War Sports  
The Great Ferraris | Sports and Racing Motorcycles | Supercars

**THE PENINSULA**  
SIGNATURE EVENTS


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

# The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Spa Classic; Dix Mille Tours; Grand Prix de l'Âge d'Or; Vallelunga Classic; Monza Historic; Algarve Classic; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Wilton Classic and Supercar; The Grand Tour; Kop Hill Climb; London to Brighton Run; EFG DolderClassics; Zurich Classic Car Award.

[www.efgmotorracing.com](http://www.efgmotorracing.com)



 [facebook.com/EFGInternational](https://facebook.com/EFGInternational)

Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Grand Cayman, Bogotá and Montevideo. [www.efginternational.com](http://www.efginternational.com)





# THE TRUE SPIRIT *of* VINTAGE MOTORING



THE VINTAGE  
SPORTS-CAR CLUB

The Old Post Office  
West Street Chipping Norton  
Oxfordshire OX7 5EL

t +44 (0)1608 644777  
e [info@vscc.co.uk](mailto:info@vscc.co.uk)  
[www.vsc.co.uk](http://www.vsc.co.uk)

DRIVE RESPONSIBLY

SUPPORTED BY

Bonhams



★★★★★ Bonhams ★★★★★

# LONDON TO BRIGHTON

«VETERAN CAR RUN»



**BOOK YOUR PLACE IN MOTORING HISTORY**

**ENTRIES ARE OPEN**

**SUNDAY 1 NOVEMBER 2015  
STARTING IN HYDE PARK, LONDON**

**ADVANCE FEE AVAILABLE UNTIL  
FRIDAY 31 JULY 2015  
[WWW.VETERANCARRUN.COM](http://WWW.VETERANCARRUN.COM)**

**CONTACT [VCRADMIN@GOOSE.CO.UK](mailto:VCRADMIN@GOOSE.CO.UK)  
OR +44 (0) 1483 524 433**



A Royal Automobile Club Event



**Bonhams**



**Harrods**

**RAC**

**ABELS**  
THE ART OF MOVING



**HAGERTY**  
CLASSIC CAR INSURANCE



**RENAULT**



**VAUXHALL**



# Fill in the Missing Years



**A bespoke service offering detailed motor car research on behalf of the car owner.**

**Research Criteria:** may include detailed research of manufacturer records, competition activity and results, race programmes, available images, drivers, team personnel, car evolution, original and subsequent owners.

**Textual Sources:** may include (where appropriate) - manufacturer's records, period magazines, books, interviews, licensing authority records, race/competition organiser records, libraries, input from specialist authors and journalists, motoring clubs, former owners, personnel who worked on car and restorers.

**Illustrative Sources:** photographic libraries worldwide, former owners, team personnel and media.

**Report:** a professionally designed and produced printed report, including photographs (PPI can produce anything from a report to a book).



## PPI Professional Research Services for Historic Motor Cars

A Porter Press Report:

- proves provenance
- gathers photos, documents, original race programmes and magazines
- verifies motorsport history
- traces and interviews previous owners, or their relatives
- fills gaps in your car's history
- presented as a beautifully designed report

For further information, please contact Nic Waller or Philip Porter:

[nic@porterpress.co.uk](mailto:nic@porterpress.co.uk)

[philip@porterpress.co.uk](mailto:philip@porterpress.co.uk)

Porter Press International  
PO Box 2, Tenbury Wells,  
Worcestershire, WR15 8XX  
Tel: +44 (0)1584 781588  
Fax: +44 (0)1584 781630

[www.porterpress.co.uk](http://www.porterpress.co.uk)





The Endurance Rally Association  
Home of the Peking to Paris Rally



## Flying Scotsman 2016

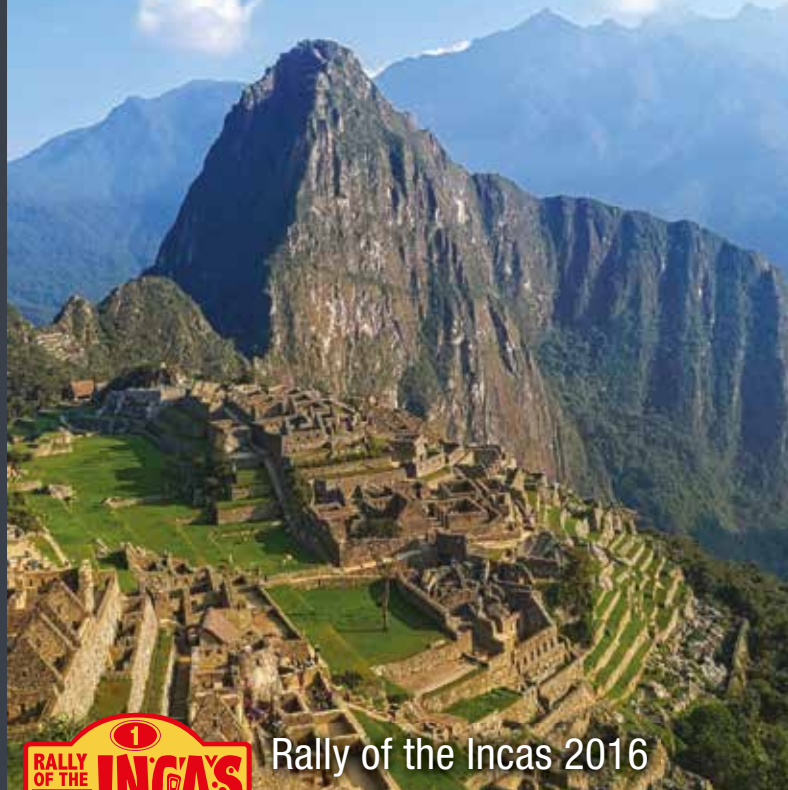
Our hugely popular Great British vintage weekend rally runs for its eighth year in April 2016. Entries open in July.



## Alpine Trial 2015

A three day event for pre-war vintage cars in the tradition of the original Coupe des Alpes. You can be assured of breathtaking scenery. Drivers get to tackle timed mountain motoring and challenging climbs, whilst the navigators grapple with maps and clocks. This September, 6th to 9th.

Last few places available now



## Rally of the Incas 2016

13th November to 9th December 2016

Starting in Buenos Aires, we travel south to whale watch and visit Fangio's museum ahead of some unforgettable days in the land of the Incas, including Cusco, the Nazca Lines and Machu Picchu. Finishing 27 days later in Lima, capital of Peru. Vintageants (pre-1941) and Classic cars of a type in production before 1975.



The Endurance Rally Association (ERA) specialises in long-distance rallies for vintage and classic cars. Adventure and great experiences underpin our events, making them hugely enjoyable and social, but also real challenges. Our routes are well researched by experienced planners and mechanical and medical support is provided throughout. The camaraderie is second to none and we welcome both newcomers and experienced crews. Contact us for more.

The ERA has organised over 70 major rallies, through more than 50 countries. With full entry lists for almost all\* of our 2015 rallies and the iconic Peking to Paris in 2016, we are now well into planning future events, including the Rally of the Incas (see above). Find out what else is coming up on our website.

\*At the time of writing there are just four places available for the 2015 Alpine Trial.



# Polygon

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



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

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

- > **Polygon Transport**  
Unit 2H, Marchwood Industrial Park  
Normandy Way  
Marchwood  
Southampton  
SO40 4BL

Tel +44 (0)2380 871555  
Fax +44 (0)2380 862111  
Email [polygon@polygon-transport.com](mailto:polygon@polygon-transport.com)  
Web [www.polygon-transport.com](http://www.polygon-transport.com)

Valued Polygon clients

Bonhams



Beaulieu



## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

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

#### *Estimates*

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

#### *Condition Reports*

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

#### *The Seller’s responsibility to you*

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

#### *Bonhams’ responsibility to you*

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

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

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

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

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

#### *Alterations*

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

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

### 4. CONDUCT OF THE SALE

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

### 5. BIDDING

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



Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer’s Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent’s client’s identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer’s Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer’s Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER’S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer’s Agreement*, a premium (the *Buyer’s Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer’s Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer’s Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer’s Premium* will be payable by *Buyers* of *Lots*:

- (a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked “AR” in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

| <i>Hammer Price</i>          | Percentage amount |
|------------------------------|-------------------|
| From €0 to €50,000           | 4%                |
| From €50,000.01 to €200,000  | 3%                |
| From €200,000.01 to €350,000 | 1%                |
| From €350,000.01 to €500,000 | 0.5%              |
| Exceeding €500,000           | 0.25%             |

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

- The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer’s Premium*:
- † VAT at the prevailing rate on *Hammer Price* and *Buyer’s Premium*
  - Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer’s Premium*
  - \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer’s Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer’s Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer’s Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer’s Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer’s Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer’s Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer’s Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, and that the funds have originated from your own account, we will allow you to collect your purchases immediately;

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited Trust Account  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

**Credit cards:** Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

## 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

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: [shipping@bonhams.com](mailto:shipping@bonhams.com)

## 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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud,

or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the "of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements

### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.



## 19. JEWELLERY

### ~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*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.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://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](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

### 1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

### 2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

### 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

### 6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.



|          |  |           |  |       |   |
|----------|--|-----------|--|-------|---|
| <b>8</b> | <b>FAILURE TO PAY FOR THE LOT</b>  |           | 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.  |       | waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .  |
| 8.1      | 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):   | <b>9</b>  | <b>THE SELLER'S LIABILITY</b>  | 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.   |
| 8.1.1    | to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;   | 9.1       | The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .   |       |   |
| 8.1.2    | 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;   | 9.2       | 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.   | 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 <i>c/o 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.   |
| 8.1.3    | to retain possession of the <i>Lot</i> ;   |           |  |       |   |
| 8.1.4    | to remove and store the <i>Lot</i> at your expense;  | 9.3       | Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,   |       |   |
| 8.1.5    | to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;  | 9.3.1     | the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;   | 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.   |
| 8.1.6    | to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;   |           |  |       |   |
| 8.1.7    | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;  | 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;   | 10.6  | 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.  |
| 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;  |           |  | 10.7  | The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.  |
| 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  | 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".  |
| 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.  |           |  | 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.   |
| 8.2      | You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you. | 9.4       | Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.  | 10.10 | Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .   |
|          |  | <b>10</b> | <b>MISCELLANEOUS</b>   | 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> .  |
| 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  |           |  | 10.12 | Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law. |
|          |  | 10.1      | You may not assign either the benefit or burden of the <i>Contract for Sale</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  |       |   |

## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

#### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

#### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

#### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

#### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

#### 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.



|          |   |          |  |           |  |
|----------|---|----------|--|-----------|--|
| <b>6</b> | <b>RESPONSIBILITY FOR THE LOT</b>   |          |  |           |  |
| 6.1      | Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.   | 7.2      | You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.  | 9.2.2     | you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and  |
| 6.2      | You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .  |          |  | 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> .   |
| <b>7</b> | <b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>  |          |  | 9.3       | Paragraph 9 will not apply in respect of a <i>Forgery</i> if:  |
| 7.1      | If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):   | 7.3      | If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.   | 9.3.1     | the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or  |
| 7.1.1    | to terminate this agreement immediately for your breach of contract;  | 7.4      | We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.  | 9.3.2     | it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.  |
| 7.1.2    | to retain possession of the <i>Lot</i> ;  | <b>8</b> | <b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>   | 9.4       | You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .  |
| 7.1.3    | to remove, and/or store the <i>Lot</i> at your expense;   | 8.1      | Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may: | 9.5       | If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .  |
| 7.1.4    | to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;  | 8.1.1    | retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or  | 9.6       | The benefit of paragraph 9 is personal to, and incapable of assignment by, you.  |
| 7.1.5    | to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;  | 8.1.2    | deliver the <i>Lot</i> to a person other than you; and/or  | 9.7       | If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.   |
| 7.1.6    | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof; | 8.1.3    | commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or  | 9.8       | Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .  |
| 7.1.7    | to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;  | 8.1.4    | require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.  | <b>10</b> | <b>OUR LIABILITY</b>   |
| 7.1.8    | to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;  | 8.2      | The discretion referred to in paragraph 8.1:   | 10.1      | We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> . |
| 7.1.9    | to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;   | 8.2.1    | may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and  | 10.2      | Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:   |
| 7.1.10   | on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;  | 8.2.2    | will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.   | 10.2.1    | handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or   |
| 7.1.11   | 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> .       | <b>9</b> | <b>FORGERIES</b>   |           |  |
|          |   | 9.1      | We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.  |           |  |
|          |   | 9.2      | Paragraph 9 applies only if:   |           |  |
|          |   | 9.2.1    | your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and   |           |  |

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://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](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.



**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*. **"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), *"Seller"* includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words *"you"* and *"your"*. **"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://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."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

## Paddle number (for office use only)

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

## Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

## Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

## If successful

I will collect the purchases myself ☐  
Please contact me with a shipping quote (if applicable) ☐

|   |  |  |  |
|---|--|--|--|
| <b>Sale title:</b> The Goodwood Festival of Speed Sale  |  | <b>Sale date:</b> 26 June 2015   |  |
| <b>Sale no.</b> 22723   |  | <b>Sale venue:</b> Goodwood, Chichester, Sussex                            |  |
| 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. |  |  |  |
| <b>General Bid Increments:</b>  |  |  |  |
| £10 - 200 .....by 10s   |  | £10,000 - 20,000 .....by 1,000s  |  |
| £200 - 500 .....by 20 / 50 / 80s  |  | £20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s                            |  |
| £500 - 1,000 .....by 50s  |  | £50,000 - 100,000 .....by 5,000s   |  |
| £1,000 - 2,000 .....by 100s   |  | £100,000 - 200,000 .....by 10,000s   |  |
| £2,000 - 5,000 .....by 200 / 500 / 800s   |  | above £200,000 .....at the auctioneer's discretion                         |  |
| £5,000 - 10,000 .....by 500s  |  |  |  |
| The auctioneer has discretion to split any bid at any time.   |  |  |  |
| Customer Number   |  | Title  |  |
| First Name  |  | Last Name  |  |
| Company name (to be invoiced if applicable)   |  |  |  |
| Address   |  |  |  |
|   |  |  |  |
| City  |  | County / State   |  |
| Post / Zip code   |  | Country  |  |
| Telephone mobile  |  | Telephone daytime  |  |
| Telephone evening   |  | Fax  |  |
| Preferred number(s) in order for Telephone Bidding (inc. country code)  |  |  |  |
|   |  |  |  |
| E-mail (in capitals)  |  |  |  |
| By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.   |  |  |  |
| I am registering to bid as a private buyer <input type="checkbox"/>   |  | I am registering to bid as a trade buyer <input type="checkbox"/>          |  |
| If registered for VAT in the EU please enter your registration here:<br>□□ / □□□ - □□□□ - □□  |  | Please tick if you have registered with us before <input type="checkbox"/> |  |

**Please note that all telephone calls are recorded.**

| Telephone or Absentee (T / A) | Lot no. | Brief description | MAX bid in GBP (excluding premium & VAT) | Covering bid* |
|-------------------------------|---------|-------------------|--|---------------|
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/06/14

# Bonhams



# THE BONHAMS MOTORING NETWORK

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

**County Durham**  
Stephen Cleminson  
New Hummerbeck  
Farm  
West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832 329  
veterancars@orange.  
net

**Cheshire & Staffordshire**  
Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643 159  
astondb@hotmail.co.uk

**Somerset / Dorset**  
Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil  
BA22 7UI  
Tel: (01963) 440 804  
Fax: (01963) 441 004

**Devon / Cornwall**  
Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

**Hampshire**  
Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (0194) 518 433  
veryoldmj@gmail.com

**East Anglia Motorcycles**  
David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel /Fax:  
(01507) 481 890  
david.hawtin@  
bonhams.com

**Motor Cars**  
Robert Hadfield  
95 Northorpe  
Thurlby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242  
rhadfield10@gmail.com

**Midlands**  
Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411 154  
robert.cordonchamp@  
bonhams.com

Roger Etccl  
10 High Street  
Whittlebury  
TOWCESTER  
Northamptonshire  
NN12 8XJ  
Tel: (01327) 856 024  
roger.etccl@  
bonhams.com

Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
rheauction@btinternet.  
com

**Home Counties**  
Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
colin.seeley@  
bonhams.com

**Herts, Beds & Bucks**  
Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@  
bonhams.com

**Lancashire, Cumbria & Yorkshire**  
Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844 884  
Fax: (01204) 401 799

**Gloucestershire**  
George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: (01460) 526 46  
george.cohen@  
bonhams.com

**Wales**  
Mike Worthington-  
Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711 486  
(9am-5pm)  
Fax: (01239) 711 367

## European (Head office)

**Paris**  
4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15  
eurocars@bonhams.com

## European Representatives

**Germany**  
Am Kuechengarten 2  
Domaene Rotenkirchen  
D-37574 Einbeck  
Germany  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@bonhams.com

Hans Schede  
An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
bonhams.com

**Italy**  
Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@  
bonhams.com

**Denmark**  
Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@  
bonhams.com

**The Netherlands**  
Saskia Magnin  
de Lairessestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.magnin@  
bonhams.com

**Norway / Sweden**  
Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

**San Francisco**  
Mark Osborne  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

**Los Angeles**  
Nick Smith  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@  
bonhams.com

**New York**  
Rupert Banner  
580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@  
bonhams.com

## USA Representatives

**Southern California**  
Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@  
bonhams.com

David Edwards  
Tel: +1 949 460 3545  
david.edwards@  
bonhams.com

**Midwest and East Coast**  
Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@  
bonhams.com

**Midwest**  
Tim Parker  
+1 651 235 2776  
tim.parker@  
bonhams.com

**Northwest**  
Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227  
tom.black2@  
comcast.net

## Rest of the World

**Australia**  
Damien Duigan  
Unit 14,  
888 Bourke Street  
Waterloo  
NSW 2017  
T: +61 (0) 2 8412 2232  
damien.duigan@  
bonhams.com

**Argentina**  
Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.clarmunt@  
bonhams.com

**Japan**  
Akiko Tsuchida  
Level 14 Hibiya Central  
Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
akiko@bonhams.com

**Hong Kong**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.  
com

**Beijing**  
Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922  
Fax: +86 10 6528 0933

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
singapore@  
bonhams.com

# Bonhams Specialist Departments

## 19th Century Paintings

UK  
Charles O' Brien  
+44 20 7468 8360  
U.S.A  
Madalina Lazen  
+1 212 644 9108

## 20th Century British Art

Matthew Bradbury  
+44 20 7468 8295

## Aboriginal Art

Francesca Cavazzini  
+61 2 8412 2222

## African, Oceanic & Pre-Columbian Art

UK  
Philip Keith  
+44 2920 727 980  
U.S.A  
Fredric Backlar  
+1 323 436 5416

## American Paintings

Alan Fausel  
+1 212 644 9039

## Antiquities

Madeleine Perridge  
+44 20 7468 8226

## Antique Arms & Armour

UK  
David Williams  
+44 20 7393 3807  
U.S.A  
Paul Carella  
+1 415 503 3360

## Art Collections, Estates & Valuations

Harvey Cammell  
+44 (0) 20 7468 8340

## Art Nouveau & Decorative Art & Design

UK  
Mark Oliver  
+44 20 7393 3856  
U.S.A  
Frank Maraschiello  
+1 212 644 9059

## Australian Art

Meryn Schriever  
+61 2 8412 2222  
Alex Clark  
+61 3 8640 4088

## Australian Colonial Furniture and Australiana

+1 415 861 7500

## Books, Maps & Manuscripts

UK  
Matthew Haley  
+44 20 7393 3817  
U.S.A  
Christina Geiger  
+1 212 644 9094

## British & European Glass

UK  
Simon Cottle  
+44 20 7468 8383  
U.S.A.  
Suzy Pai  
+1 415 503 3343

## British & European Porcelain & Pottery

UK  
John Sandon  
+44 20 7468 8244  
U.S.A  
Peter Scott  
+1 415 503 3326

## California & American Paintings

Scot Levitt  
+1 323 436 5425

## Carpets

UK  
Mark Dance  
+44 8700 27361  
U.S.A.  
Hadji Rahimipour  
+1 415 503 3392

## Chinese & Asian Art

UK  
Asaph Hyman  
+44 20 7468 5888  
U.S.A  
Dessa Goddard  
+1 415 503 3333  
HONG KONG  
+852 3607 0010  
AUSTRALIA  
Yvett Klein  
+61 2 8412 2222

## Clocks

UK  
James Stratton  
+44 20 7468 8364  
U.S.A  
Jonathan Snellenburg  
+1 212 461 6530

## Coins & Medals

UK  
John Millensted  
+44 20 7393 3914  
U.S.A  
Paul Song  
+1 323 436 5455

## Contemporary Art

UK  
Ralph Taylor  
+44 20 7447 7403  
U.S.A  
Jeremy Goldsmith  
+1 917 206 1656

## Costume & Textiles

Claire Browne  
+44 1564 732969

## Entertainment Memorabilia

UK  
+44 20 7393 3844  
U.S.A  
Catherine Williamson  
+1 323 436 5442

## Furniture & Works of Art

UK  
Fergus Lyons  
+44 20 7468 8221  
U.S.A  
Jeffrey Smith  
+1 415 503 3413

## Greek Art

Olympia Pappa  
+44 20 7468 8314

## Golf Sporting Memorabilia

Kevin Mcgimpsey  
+44 1244 353123

## Irish Art

Penny Day  
+44 20 7468 8366

## Impressionist & Modern Art

UK  
India Phillips  
+44 20 7468 8328  
U.S.A  
Tanya Wells  
+1 917 206 1685

## Islamic & Indian Art

Claire Penhallurick  
+44 20 7468 8249

## Japanese Art

UK  
Suzannah Yip  
+44 20 7468 8368  
U.S.A  
Jeff Olson  
+1 212 461 6516

## Jewellery

UK  
Jean Ghika  
+44 20 7468 8282  
U.S.A  
Susan Abeles  
+1 212 461 6525  
AUSTRALIA  
Anellie Manolas  
+61 2 8412 2222  
HONG KONG  
Graeme Thompson  
+852 3607 0006

## Marine Art

UK  
Veronique Scorer  
+44 20 7393 3962  
U.S.A  
Gregg Dietrich  
+1 917 206 1697

## Mechanical Music

Jon Baddeley  
+44 20 7393 3872

## Modern, Contemporary & Latin American Art

U.S.A  
Alexis Chompaisal  
+1 323 436 5469

## Modern Design

Gareth Williams  
+44 20 7468 5879

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

## Motor Cars

UK  
Tim Schofield  
+44 20 7468 5804  
U.S.A  
Mark Osborne  
+1 415 503 3353  
EUROPE  
Philip Kantor  
+32 476 879 471

## Automobilia

UK  
Toby Wilson  
+44 8700 273 619  
U.S.A  
Kurt Forry  
+1 415 391 4000

## Motorcycles

Ben Walker  
+44 8700 273616  
**Automobilia**  
Adrian Pipiros  
+44 8700 273621

## Musical Instruments

Philip Scott  
+44 20 7393 3855

## Native American Art

Jim Haas  
+1 415 503 3294

## Natural History

U.S.A  
Claudia Florian  
+1 323 436 5437

## Old Master Pictures

UK  
Andrew Mckenzie  
+44 20 7468 8261  
U.S.A  
Mark Fisher  
+1 323 436 5488

## Orientalist Art

Charles O'Brien  
+44 20 7468 8360

## Photography

U.S.A  
Judith Eurich  
+1 415 503 3259

## Portrait Miniatures

UK  
+44 20 7393 3986

## Prints and Multiples

UK  
Rupert Worrall  
+44 20 7468 8262  
U.S.A  
Judith Eurich  
+1 415 503 3259

## Russian Art

UK  
Sophie Law  
+44 20 7468 8334  
U.S.A  
Yelena Harbick  
+1 212 644 9136

## Scientific Instruments

Jon Baddeley  
+44 20 7393 3872  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530

## Scottish Pictures

Chris Brickley  
+44 131 240 2297

## Silver & Gold Boxes

UK  
Michael Moorcroft  
+44 20 7468 8241  
U.S.A  
Aileen Ward  
+1 800 223 5463

## South African Art

Giles Peppiatt  
+44 20 7468 8355

## Sporting Guns

Patrick Hawes  
+44 20 7393 3815

## Toys & Dolls

Leigh Gotch  
+44 20 8963 2839

## Travel Pictures

Veronique Scorer  
+44 20 7393 3962

## Urban Art

Gareth Williams  
+44 20 7468 5879

## Watches & Wristwatches

UK  
+44 20 7447 7412  
U.S.A.  
Jonathan Snellenburg  
+1 212 461 6530  
HONG KONG  
Nicholas Biebuyck  
+852 2918 4321

## Whisky

UK  
Martin Green  
+44 1292 520000  
U.S.A  
Joseph Hyman  
+1 917 206 1661  
HONG KONG  
Daniel Lam  
+852 3607 0004

## Wine

UK  
Richard Harvey  
+44 (0) 20 7468 5811  
U.S.A  
Doug Davidson  
+1 415 503 3363  
HONG KONG  
Daniel Lam  
+852 3607 0004



UNITED KINGDOM

**London**  
101 New Bond Street ●  
London W1S 1SR  
+44 20 7447 7447  
+44 20 7447 7400 fax

Montpelier Street ●  
London SW7 1HH  
+44 20 7393 3900  
+44 20 7393 3905 fax

**South East England**

**Brighton & Hove**  
19 Palmeira Square  
Hove, East Sussex  
BN3 2JN  
+44 1273 220 000  
+44 1273 220 335 fax

**Guildford**  
Millmead,  
Guildford,  
Surrey GU2 4BE  
+44 1483 504 030  
+44 1483 450 205 fax

**Isle of Wight**  
+44 1273 220 000

Representative:  
**Kent**  
George Dawes  
+44 1483 504 030

**West Sussex**  
+44 (0) 1273 220 000

**South West England**

**Bath**  
Queen Square House  
Charlotte Street  
Bath BA1 2LL  
+44 1225 788 988  
+44 1225 446 675 fax

**Cornwall – Truro**  
36 Lemon Street  
Truro  
Cornwall  
TR1 2NR  
+44 1872 250 170  
+44 1872 250 179 fax

**Exeter**  
The Lodge  
Southernhay West Exeter,  
Devon  
EX1 1JG  
+44 1392 425 264  
+44 1392 494 561 fax

**Winchester**  
The Red House  
Hyde Street  
Winchester  
Hants SO23 7DX  
+44 1962 862 515  
+44 1962 865 166 fax

**Tetbury**  
22a Long Street  
Tetbury  
Gloucestershire  
GL8 8AQ  
+44 1666 502 200  
+44 1666 505 107 fax

Representatives:  
**Dorset**  
Bill Allan  
+44 1935 815 271

**East Anglia**

**Bury St. Edmunds**  
21 Churchgate Street  
Bury St Edmunds  
Suffolk IP33 1RG  
+44 1284 716 190  
+44 1284 755 844 fax

**Norfolk**  
The Market Place  
Reepham  
Norfolk NR10 4JJ  
+44 1603 871 443  
+44 1603 872 973 fax

**Midlands**

**Knowle**  
The Old House  
Station Road  
Knowle, Solihull  
West Midlands  
B93 0HT  
+44 1564 776 151  
+44 1564 778 069 fax

**Oxford ●**  
Banbury Road  
Shipton on Cherwell  
Kidlington OX5 1JH  
+44 1865 853 640  
+44 1865 372 722 fax

**Yorkshire & North East England**

**Leeds**  
30 Park Square West  
Leeds LS1 2PF  
+44 113 234 5755  
+44 113 244 3910 fax

**North West England**

**Chester**  
2 St Johns Court,  
Vicars Lane,  
Chester,  
Ch1 1QE  
+44 1244 313 936  
+44 1244 340 028 fax

**Manchester**  
The Stables  
213 Ashley Road  
Hale WA15 9TB  
+44 161 927 3822  
+44 161 927 3824 fax

**Channel Islands**

**Jersey**  
La Chasse  
La Rue de la Vallee  
St Mary  
Jersey JE3 3DL  
+44 1534 722 441  
+44 1534 759 354 fax

Representative:  
**Guernsey**  
+44 1481 722 448

Scotland

**Edinburgh ●**  
22 Queen Street  
Edinburgh  
EH2 1JX  
+44 131 225 2266  
+44 131 220 2547 fax

**Glasgow**  
176 St. Vincent Street,  
Glasgow  
G2 5SG  
+44 141 223 8866  
+44 141 223 8868 fax

Representatives:  
**Wine & Spirits**  
Tom Gilbey  
+44 1382 330 256

Wales

**Cardiff**  
7-8 Park Place,  
Cardiff CF10 3DP  
+44 2920 727 980  
+44 2920 727 989 fax

EUROPE

**Austria**  
Tuchlauben 8  
1010 Vienna  
+43 (0) 1 403 0001  
vienna@bonhams.com

**Belgium**  
Boulevard  
Saint-Michel 101  
1040 Brussels  
+32 (0) 2 736 5076  
belgium@bonhams.com

**Denmark**  
Henning Thomsen  
+45 4178 4799  
denmark@bonhams.com

**France**  
4 rue de la Paix  
75002 Paris  
+33 (0) 1 42 61 10 10  
paris@bonhams.com

**Germany - Cologne**  
Albertusstrasse 26  
50667 Cologne  
+49 (0) 221 2779 9650  
cologne@bonhams.com

**Germany - Munich**  
Maximilianstrasse 52  
80538 Munich  
+49 (0) 89 2420 5812  
munich@bonhams.com

**Greece**  
7 Neofytou Vamva Street  
Athens 10674  
+30 (0) 210 3636 404  
athens@bonhams.com

**Ireland**  
31 Molesworth Street  
Dublin 2  
+353 (0) 1 602 0990  
dublin@bonhams.com

**Italy - Milan**  
Via Boccaccio 22  
20123 Milano  
+39 0 2 4953 9020  
milan@bonhams.com

**Italy - Rome**  
Via Sicilia 50  
00187 Roma  
+39 0 6 48 5900  
rome@bonhams.com

**The Netherlands**  
De Lairessestraat 154  
1075 HL Amsterdam  
+31 (0) 20 67 09 701  
amsterdam@bonhams.com

**Portugal**  
Rua Bartolomeu Dias nº  
160. 1º  
Belem  
1400-031 Lisbon  
+351 218 293 291  
portugal@bonhams.com

**Russia – Moscow**  
Anastasia Vinokurova  
+7 964 562 3845  
russia@bonhams.com

**Russia - St. Petersburg**  
Marina Jacobson  
+7 921 555 2302  
russia@bonhams.com

**Spain - Barcelona**  
Teresa Ybarra  
+34 930 087 876  
barcelona@bonhams.com

**Spain - Madrid**  
Nunez de Balboa no 4-1A  
28001 Madrid  
+34 915 78 17 27  
madrid@bonhams.com

**Spain - Marbella**  
James Roberts  
+34 952 90 62 50  
marbella@bonhams.com

**Switzerland**  
Rue Etienne-Dumont 10  
1204 Geneva  
+41 (0) 22 300 3160  
geneva@bonhams.com

MIDDLE EAST

**Dubai**  
Deborah Najar  
+971 (0)56 113 4146  
deborah.najar@bonhams.com

**Israel**  
Joslynnne Halibard  
+972 (0)54 553 5337  
joslynnne.halibard@  
bonhams.com

NORTH AMERICA

USA

**San Francisco ●**  
220 San Bruno Avenue  
San Francisco  
CA 94103  
+1 (415) 861 7500  
+1 (415) 861 8951 fax

**Los Angeles ●**  
7601 W. Sunset Boulevard  
Los Angeles  
CA 90046  
+1 (323) 850 7500  
+1 (323) 850 6090 fax

**New York ●**  
580 Madison Avenue  
New York, NY  
10022  
+1 (212) 644 9001  
+1 (212) 644 9007 fax

Representatives:  
**Arizona**  
Terri Adrian-Hardy  
+1 (480) 994 5362

**California**  
**Central Valley**  
David Daniel  
+1 (916) 364 1645

**Southern California**  
Christine Eisenberg  
+1 (949) 646 6560

**Colorado**  
Julie Segraves  
+1 (720) 355 3737

**Florida**  
Palm Beach  
+1 (561) 651 7876  
Miami  
+1 (305) 228 6600  
Ft. Lauderdale  
+1 (954) 566 1630

**Georgia**  
Mary Moore Bethea  
+1 (404) 842 1500

**Illinois**  
Ricki Blumberg Harris  
+1 (312) 475 3922  
+1 (773) 267 3300

**Massachusetts**  
**Boston/New England**  
Amy Corcoran  
+1 (617) 742 0909

**Nevada**  
David Daniel  
+1 (775) 831 0330

**New Mexico**  
Leslie Trilling  
+1 (505) 820 0701

**Oregon**  
Sheryl Acheson  
+1(503) 312 6023

**Pennsylvania**  
Margaret Tierney  
+1 (610) 644 1199

**Texas**  
Amy Lawch  
+1 (713) 621 5988

**Washington**  
Heather O'Mahony  
+1 (206) 218 5011

**Washington DC**  
**Mid-Atlantic Region**  
Martin Gammon  
+1 (202) 333 1696

CANADA

**Toronto, Ontario ●**  
Jack Kerr-Wilson  
20 Hazelton Avenue  
Toronto, ONT  
M5R 2E2  
+1 (416) 462 9004  
info.ca@bonhams.com

**Montreal, Quebec**  
David Kelsey  
+1 (514) 341 9238  
info.ca@bonhams.com

SOUTH AMERICA

**Argentina**  
Daniel Claramunt  
+54 11 479 37600

**Brazil**  
+55 11 3031 4444  
+55 11 3031 4444 fax

ASIA

**Hong Kong ●**  
Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

**Beijing**  
Hongyu Yu  
Suite 511  
Chang An Club  
10 East Chang An Avenue  
Beijing 100006  
+86(0) 10 6528 0922  
+86(0) 10 6528 0933 fax  
beijing@bonhams.com

**Japan**  
Akiko Tsuchida  
Level 14 Hibiya Central  
Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
akiko@bonhams.com

**Singapore**  
Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
bernadette.rankine@  
bonhams.com

**Taiwan**  
Summer Fang  
37th Floor, Taipei 101 Tower  
Nor 7 Xinyi Road, Section 5  
Taipei, 100  
+886 2 8758 2898  
+886 2 8757 2897 fax  
summer.fang@  
bonhams.com

AUSTRALIA

**Sydney**  
76 Paddington Street  
Paddington NSW 2021  
Australia  
+61 (0) 2 8412 2222  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

**Melbourne**  
Como House  
Como Avenue  
South Yarra  
Melbourne VIC 3141  
+61 (0) 3 8640 4088  
+61 (0) 2 9475 4110 fax  
info.aus@bonhams.com

AFRICA

**Nigeria**  
Neil Coventry  
+234 (0)7065 888 666  
neil.coventry@bonhams.com

**South Africa - Johannesburg**  
Penny Culverwell  
+27 (0)71 342 2670  
penny.culverwell@bonhams.com

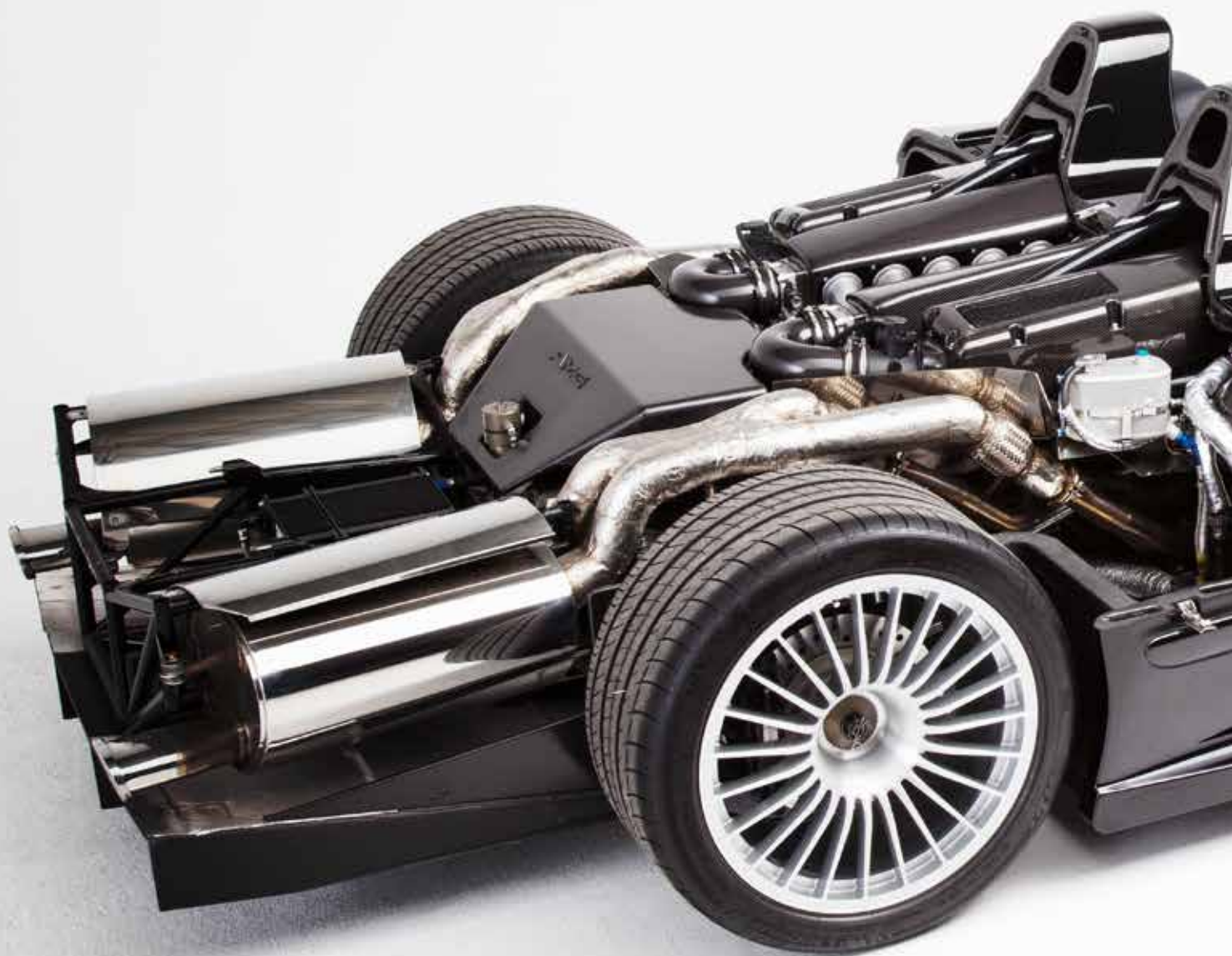
## NOTES



## MOTOR CAR INDEX

| Lot No | Year    | Model  | Lot No | Year   | Model   |
|--------|---------|--|--------|--------|---|
| 335    | 1968-70 | Abarth 2000 Sport SE014/019 Racing Sports-Prototype    | 363    | c.1952 | Jaguar XK120 SE Coupe                                 |
| 351    | 1960    | AC Ace Roadster  | 345    | 1954   | Jaguar XK120 Competition Roadster                     |
| 325    | 1970    | Alfa Romeo 2000 GTAm Competition Coupe                 | 377    | 1955   | Jaguar XK140 Drophead Coupe                           |
| 306    | 1964    | Alfa Romeo Giulia 1600 Spider                          | 374    | 1959   | Jaguar XK150S 3.4-Litre Coupe                         |
| 332    | c.1964  | ASA Mille Gran Turismo Coupe                           | 326    | 1963   | Jaguar E-Type 'Series 1' Roadster                     |
| 346    | 1923    | Aston Martin 1½-Litre Sports                           | 338    | 1964   | Jaguar E-Type 'Series 1' 3.8-Litre Coupe              |
| 331    | 1932    | Aston Martin 1½-Litre New International Sports         | 360    | 1964   | Jaguar E-Type 'Series 1' 3.8-Litre Coupe              |
| 355    | 1934    | Aston Martin 1-Litre Mark II Drophead Coupe            | 322    | 1964   | Jaguar E-Type 'Series 1' 4.2-Litre Roadster           |
| 323    | 1935    | Aston Martin Works Ulster 'LM19' Sports Two-Seater     | 308    | 1965   | Jaguar E-Type 4.2-Litre Coupe                         |
| 339    | 1937    | Aston Martin 2.0-Litre 15/98 Tourer                    | 378    | 1966   | Jaguar E-Type Series I 4.2-Litre Roadster             |
| 375    | 1952    | Aston Martin DB2 Drophead Coupe                        | 348    | 1967   | Jaguar E-Type 'Series 1' 4.2-Litre Roadster           |
| 379    | 1963    | Aston Martin DB4 Series V Convertible                  | 316    | 1975   | Jaguar E-Type Series III Commemorative Roadster       |
| 311    | 1964    | Aston Martin DB5 Sports Saloon                         | 327    | 1934   | Lagonda M45 Rapide Close-Coupled Pillar-less Saloon   |
| 359    | 1988    | Aston Martin V8 Vantage Volante 'Series 2' Convertible | 371    | 1936   | Lagonda 4½-Litre M45 Rapide Tourer                    |
| 386    | 1988    | Aston Martin V8 'Series 5' Auto Saloon                 | 303    | 1951   | Lancia Aurelia B50 Cabriolet                          |
| 319    | 1988    | Aston Martin V8 Vantage Volante Convertible            | 382    | 1968   | Lotus Elan S3 Coupe                                   |
| 380    | 1986    | Audi Quattro Sport SWB Coupe                           | 385    | 1970   | Maserati Ghibli 4.7-Litre Coupe                       |
| 318    | 1962    | Austin Healey 3000 MkII Convertible                    | 368    | 1956   | Mercedes-Benz 300 Sc Coupe                            |
| 314    | 1960    | Bentley S2 Continental Flying Spur Sports Saloon       | 344    | 1958   | Mercedes-Benz 300SL Roadster                          |
| 352    | 1961    | Bentley S2 Continental Sports Saloon                   | 324    | 1959   | Mercedes-Benz 190SL Convertible with Hardtop          |
| 370    | 1963    | Bentley S3 Continental Coupe                           | 356    | 1962   | Mercedes-Benz 190 SL 'Rennsport' Roadster             |
| 315    | 1929    | Bugatti Type 40 'Grand Sport' Roadster                 | 387    | 1962   | Mercedes-Benz 190 SL Convertible with Hardtop         |
| 388    | 1964    | Chevrolet Corvette Sting Ray Convertible Rally Car     | 309    | 1966   | Mercedes 250 S Saloon                                 |
| 310    | 1971    | Citroen SM Coupe                                       | 384    | 1966   | Mercedes-Benz 230SL Roadster                          |
| 305    | c.1901  | Croizemarie Type AC Tonneau Car                        | 330    | 1968   | Mercedes-Benz 280 SL Convertible with Hardtop         |
| 383    | 1964    | Daimler SP250 Roadster                                 | 321    | 1969   | Mercedes-Benz 280 SE Convertible                      |
| 350    | 1965    | Ferrari 330 GT 2+2 Coupe                               | 340    | 1998   | Mercedes-Benz CLK GTR Roadster                        |
| 328    | 1972    | Ferrari Dino 246GT Coupe                               | 372    | 2005   | Mercedes-Benz SLR McLaren Coupe                       |
| 304    | 1977    | Ferrari 308GT Berlinetta Vetrolresina                  | 342    | 2009   | Mini Margrave 50 Saloon                               |
| 376    | 1981    | Ferrari 512 BB Coupe                                   | 389    | 1962   | Morris Mini Minor Saloon                              |
| 337    | 1987    | Ferrari Testarossa Coupe                               | 307    | 1961   | Porsche RS-61 Spyder Sports-Racing Two-Seater         |
| 358    | 1996    | Ferrari Testarossa 512M Coupe                          | 390    | 1970   | Porsche 911 3.0-Litre Rally Car                       |
| 312    | 1997    | Ferrari 550 Maranello Coupe                            | 329    | 1973   | Porsche 911S 2.4-Litre Coupe                          |
| 366    | c.2004  | Ferrari Enzo Berlinetta                                | 336    | 1973   | Porsche 911S 2.4-Litre Coupe                          |
| 365    | 2008    | Ferrari 599 GTB Fiorano Coupe                          | 302    | 1980   | Porsche 911SC Targa Coupe                             |
| 364    | 2009    | Ferrari California Hardtop Convertible                 | 354    | 1983   | Porsche 911 Turbo 3.3-Litre Coupe                     |
| 334    | 1959    | Fiat-Abarth 700 Bialbero 'Record Monza' Coupe          | 349    | 1984   | Porsche 911 3.2-Litre Carrera Coupe                   |
| 333    | 1959    | Fiat-Abarth 750 Bialbero 'Record Monza' Coupe          | 341    | 1979   | Range Rover 'Classic' 4x4 Estate                      |
| 357    | 1967    | Ford Shelby Mustang GT500 Fastback Coupe               | 373    | 1933   | Rolls-Royce 20/25hp Sedan Coupe                       |
| 362    | 1964    | Gordon-Keeble Coupe                                    | 353    | 1961   | Rolls-Royce Silver Cloud II Drophead Coupe            |
| 320    | 1913    | Hispano-Suiza Alfonso XIII Torpedo Tourer              | 367    | 2004   | Rolls-Royce Phantom Saloon                            |
| 381    | 1911    | Isotta-Fraschini Tipo PM Roadster                      | 369    | 1921   | Vauxhall 30/98 E-Type Tourer                          |
| 317    |         | Jaguar C-Type Re-creation                              | 347    | 1960   | Volkswagen Type 2 Devon Samba Deluxe Micro Bus        |
| 361    | 1950    | Jaguar XK120 Roadster                                  | 343    | 1990   | Williams-Renault FW13B Formula 1 Racing Single-Seater |









**Bonhams**

101 New Bond Street  
London  
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax





*The Property of Sir Stirling Moss OBE  
The Ex-Bob Holbert, 'Gentleman Tom' Payne, Millard Ripley*  
**1961 PORSCHE RS-61 SPYDER**  
**SPORTS-RACING TWO-SEATER**  
Friday 26 June 2015  
Goodwood Festival of Speed  
Chichester, Sussex

# GOODWOOD FESTIVAL OF SPEED SALE



# Bonhams



136

CAMORADI

66

Mr. Stirling Moss









# GOODWOOD FESTIVAL OF SPEED SALE

*The Property of Sir Stirling Moss OBE*

*The Ex-Bob Holbert, 'Gentleman Tom' Payne, Millard Ripley*

**1961 PORSCHE RS-61 SPYDER**

**SPORTS-RACING TWO-SEATER**

Friday 26 June 2015 at 10:30 and 14:00

Chichester, Sussex

## VIEWING

Thursday 25 June 10:00 to 17:30  
Friday 26 June from 09:00

## SALE

Friday 26 June:  
Automobilia 10:30  
Motor Cars 14:00

## SALE NUMBER

22723

## CATALOGUE

£50.00 + p&p

## BIDS

+44 (0) 20 7447 7448  
+44 (0) 20 7447 7401 fax  
To bid via the internet please visit  
[www.bonhams.com](http://www.bonhams.com)

Please note that bids should be submitted no later than 4pm on Thursday 25 June. Thereafter bids should be sent directly to [bids@bonhams.com](mailto:bids@bonhams.com)

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](mailto:bids@bonhams.com) with "Live bidding" in the subject line 48 hours before the auction to register for this service

## ENQUIRIES

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

## CUSTOMER SERVICES

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

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

## Please see back of catalogue for important notice to bidders

## PLEASE NOTE

Admission to the auction marquee is by catalogue only.

The catalogue also admits two to the Goodwood Festival of Speed on Thursday 25 and Friday 26 June. The 2015 Bonhams Goodwood Festival of Speed catalogue is a two volume set. You will need the main Bonhams Festival of Speed catalogue to gain admission as your entry tickets are in this catalogue. This catalogue in isolation, will not permit entry to Goodwood or the auction.

Neither of the catalogue volumes admit the holder to the Festival on Saturday 27 June or Sunday 28 June.

## Bonhams 1793 Limited

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

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

## Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, Caroline Oliphant,  
Hugh Watchorn.

## Bonhams UK Ltd Directors

Colin Sheaf Chairman, Jonathan Baddeley,  
Antony Bennett, Matthew Bradbury,  
Lucinda Bredin, Harvey Cammell, Simon Cottle,  
Andrew Currie, Paul Davidson, Jean Ghika,  
Charles Graham-Campbell, Miranda Grant,  
Richard Harvey, Robin Hereford, Asaph Hyman,  
Charles Lanning, Sophie Law, Fergus Lyons,  
Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,  
Mike Neill, Charlie O'Brien, Giles Peppiatt,  
Peter Rees, Iain Rushbrook, John Sandon,  
Tim Schofield, Veronique Scorer,  
James Stratton, Roger Tappin, Ralph Taylor,  
Shahin Virani, David Williams,  
Michael Wynell-Mayow, Suzannah Yip.

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 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.

## Important changes to V5C Registration Document procedures

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

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

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

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

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

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

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.  
Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

## VAT

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

## Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of €1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, 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).

## 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 the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

### Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: [www.gov.uk/nova-log-in](http://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.

## 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.



# 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. Clients are requested to provide photographic proof of ID – passport, driving licence, ID card, together with proof of address – utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed.

We recommend prospective buyers to register as early as possible after receiving their catalogue or viewing it online. It is likely to take several business days for a bank to issue an acceptable reference to us.

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

**In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed and faxed/mailed to us no later than 48 hours before the sale.**

## How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

## Are there any warranties offered with the vehicles?

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

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

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

## Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

## How can I pay?

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

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

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

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

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

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

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.

## Are there any other charges?

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

For Automobilia the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

## When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during and immediately after the auction. All unpaid and uncollected lots of Automobilia will be removed to Bonhams' Warehouse at 6pm on the day of sale. Vehicles will be uplifted the night of the sale to local store, clients will be given address when collecting their invoices or paying for their purchases following the sale.

**N.B. Clients cannot pay for purchases on Saturday 27 or Sunday 28 June at the local store.**

Payment can be taken between 8:30am and 12pm on Monday 30 June at which point all remaining unpaid lots will be uplifted by Polygon to their storage facility.

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from Polygon Transport will be present at the sale and can quote a price to deliver the vehicle to you. Their contact details can be found on the collections page.

## IMPORTANT V5/V5C INFORMATION

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

**This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.**

# Worldwide Motoring contacts

## UK Motor Cars

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

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

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

### Administrators

Jane Hogan  
+44 (0) 20 7468 5806  
jane.hogan@bonhams.com

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

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

Malcolm Barber  
+44 (0) 207 468 8238  
malcolm.barber@bonhams.com

Tom Harrington  
+44 (0) 20 7468 5808  
tom.harrington@bonhams.com

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

## USA Motor Cars

### West Coast

Jakob Greisen  
+1 415 503 3284  
jakob.greisen@bonhams.com

Nick Smith  
+1 323 436 5470  
nick.smith@bonhams.com

### East Coast

Rupert Banner  
+1 212 461 6515  
rupert.banner@bonhams.com

### Administrator

Samantha Hamill  
+1 212 461 6514  
samantha.hamill@bonhams.com

Mark Osborne  
+1 415 391 4000  
mark.osborne@bonhams.com

Eric Minoff  
+1 917 206 1630  
eric.minoff@bonhams.com

Evan Ide  
+1 917 340 4657  
evan.ide@bonhams.com

## Mainland Europe Motor Cars

Phillip Kantor  
+32 (0) 4 76 87 94 71  
philip.kantor@bonhams.com

Paul Gaucher  
+33 (0) 1 42 61 10 11  
paul.gaucher@bonhams.com

Hans Schede (Germany)  
+49 (0) 172 2088 330  
hans.schede@bonhams.com

### Administrator

Valérie Simonet  
+33 (0) 1 42 61 10 11  
valerie.simonet@bonhams.com

Gregory Tuytens  
+32 (0) 2 73 65076  
gregory.tuytens@bonhams.com

Gregor Wenner (Italy)  
+39 333 564 3610  
gregor.wenner@bonhams.com

Henning Thomsen (Denmark)  
+45 (0) 4051 4799  
henning.thomsen@bonhams.com

## Additional contacts

### Automobilia

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

### Motorcycle Department

Ben Walker  
+44 (0) 20 8963 2819  
ben.walker@bonhams.com

### Press Office

Ruth Fletcher  
+44 (0) 20 7468 8210  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

### Catalogue subscriptions

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

Adrian Pipiros  
+44 (0) 20 8963 2840  
adrian.pipiros@bonhams.com

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

### Administrator

Robert Burner  
+44 (0) 20 8963 2802  
robert.burner@bonhams.com

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

### Buyers/Sellers Accounts UK

+44 (0) 20 7468 8240  
+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

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



# Collections

## Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale. After this cars are moved to local store where they need to be collected by 12 noon on Tuesday 30 June. (Please see Guide for Buyers)

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed to storage at the Buyer's expense (see below).** Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

### Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to local store:  
Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
polygon@polygon-transport.com

#### Vehicle Removal charges

£220 + VAT per vehicle

#### Vehicle Storage charges

First 14 days  
£14 + VAT per motor car per day

#### Thereafter

£10 + VAT per motor car per day

## Transport and Shipping

A representative of Polygon Transport, 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).

### Transporter

Polygon Transport  
Unit 2H North Road  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hants SO40 4BL  
02380 871 555  
02380 862 111 fax  
polygon@polygon-transport.com

### Motor Car Preparation

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

### Professional Catalogue Photography

Simon Clay

307

*The Property of Sir Stirling Moss OBE*


*The Ex-Bob Holbert, 'Gentleman Tom' Payne, Millard Ripley*

**1961 PORSCHE RS-61 SPYDER  
SPORTS-RACING TWO-SEATER**

Chassis no. 718-070







"I thought it looked a fabulous car. I remembered what fun it had been to drive and, Boy, I really got the hots for it!"

- Sir Stirling Moss

The BONHAMS Motor Car Department is absolutely privileged to offer here this fine example of one of the greatest and most charismatic of all small-capacity sports-racing cars – Porsche RS-61 *Spyder* chassis number '718-070' – direct from the enthusiastic and charismatic ownership of none other than Sir Stirling Moss, OBE – for many enthusiasts one of the world's greatest-ever racing drivers, and most certainly the standard-setting driver of his heyday period, 1958-1962.

He is uniquely well-placed, as winner of multiple World Championship Grand Prix and major-league Sports Car races, to judge the quality of such classical competition cars as the Porsche RS-60/61 series.

He describes these nimble little, streamlined-bodied German-silver jewels as having been "Just super cars – beautifully balanced and simply tailor-made for such races as the mighty Targa Florio around 440 miles of Sicilian mountain roads. That was one morning when I woke up and really could say to myself, 'For today's race you have got the ideal car...'".

In fact the charismatic Porsche company's agile little *RennSport* ('RS') sports-racing cars with powerful 4-cylinder air-cooled engine mounted behind the open two-seat cockpit, won the now almost mystical Targa Florio – absolutely the most romantic motor race on the Sports Car World Championship calendar – in 1956, 1959 and 1960.

In 1961, Sir Stirling shared a 2-litre Porsche RS60 there with 1962 and 1968 World Champion-to-be Graham Hill (father of 1996 World Champion Damon). Sir Stirling recalls today: "We have since been described as moral winners of that race, which is unfortunate, because moral first places don't pay first-place prize money."

Porsche chose the 2-litre engine for that race in place of their usual 1.7-litre to ease gear-changing demand on the gruelling Sicilian countryside circuit:

"Our race car was just perfect for the course, we could hardly have wished for nicer, and I led for the first four 44-mile laps, by 1½ minutes before handing over to Graham for his two laps. He handed the car back to me 76 seconds behind a Ferrari, and I managed to change that into a 65-second lead with one lap to go. We looked set for a lap record last time round and a great win until – only 8kms from the finish – the transmission failed, put us out, so Ferrari won instead..."

1  
Opposite lock, foot hard down - Bob Holbert was a master at extracting the maximum from his Porsche RS61s during the 1961 season - seen here at Bridgehampton on Long Island, NY.



Moss and Hill then drove the latest works team car, the almost identical Porsche RS61 fitted with a 1605cc engine, in the subsequent Nürburgring 1,000 Kilometres race in West Germany. On a track slick with drizzle, Sir Stirling took the lead on the second lap but, as the course dried, he was overwhelmed by far larger and more powerful factory Ferraris.

He wrote of this race: "After twelve laps I handed over to Graham who rejoined fifth. Then it began to snow! Graham handed back to me and I found the little Porsche ideal for the Nürburgring in such conditions. We climbed into third, then second. I was set to take the lead when the little car broke – but it had been exciting while it lasted."

'Mr Motor Racing' never lost his great affection for 'this terrific little Porsche' and some years ago, when he saw the very well-restored RS61 chassis '070' offered for sale in America he "...just fell in love with it, all over again".

In fact his long love affair with the small-engined Porsche sports-racing *Spyder* series began as far back as mid-summer, 1955, when – the week after his first Formula 1 World Championship-qualifying victory in the British Grand Prix (driving a Mercedes) – he campaigned a Porsche 550 *Spyder* in the Civil Governor's Cup race on the Monsanto Park circuit in Lisbon, Portugal. He recalls how "By definition, most racing cars of the 'fifties were unreliable. Porsche's greatest attribute above all else was their incredible, legendary reliability". Of the Lisbon 550 he added: "I was quite impressed by the car in practice but then unfamiliarity spoiled my start as I gave too many revs and merely sat there with the wheels spinning but no traction. I subsequently caught the field and ran through them into the lead, eventually won and set fastest race lap."

He then arranged to share a works-entered Porsche 550 *Spyder* in that year's Goodwood 9-Hour race, co-driving with the Stuttgart-based company's racing director Baron Fritz Huschke von Hanstein: "It was terribly over-geared in practice but we were in pretty good shape come race day. After seven of the nine hours we were well set to win our class when I took over from Huschke, but I hadn't been out very long when Tony Crook's Cooper-Bristol spun on spilled oil at the chicane and slewed back into my path. There was nothing I could do to avoid him, and I rammed him fair and square, which put us out after 237 laps. Dammit.

"I drove a Porsche 550 only once more, round the other side of the world from Goodwood the following January, in the sports car race supporting the 1956 New Zealand Grand Prix. It was a handicap race but the handicappers were not too unkind, which allowed me a comfortable ride and an easy win...my second for Porsche in my first three races with them".

Two years then passed before Sir Stirling next drove the improved Porsche 550A in the model's swansong appearance as the factory team's spearhead, in Argentina.

"Jean Behra and I really fell into this drive in the 1958 Buenos Aires 1,000Kms after the Maserati 300S originally entered for us just fell apart as practice began. Huschke von Hanstein offered us one of his works Porsche instead. It proved just a joy to drive and we were able to go giant-killing amongst the works Ferraris which really was deeply satisfying. The Porsche felt much the same as the 550 which I had driven in 1955-56, but its chassis was now a true spaceframe in place of the basic 550 platform type. It was also lighter and had more power.

"What impressed me most was that rugged-sounding air-cooled engine behind my shoulders winding up to 7,400rpm while at the same time feeling utterly unburstable."

He qualified the Porsche sixth-fastest overall and in his diary enthused simply "V.V.G.!" . On race day he then ran second in the little 1500 Porsche for fully 2hrs 20mins, splitting the factory Ferrari team's full 3-litre V12-engined *Testa Rossa* cars. He then handed over to French team-mate Jean Behra, whose stint ended in his returning the car to Sir Stirling, who resumed in third place with only seven of the 5.8-mile laps remaining.

"Luigi Musso stopped his Ferrari for fuel and tyres which let me through into second place behind the leading Peter Collins/Phil Hill Ferrari, but Olivier Gendebien then took over from Musso and with my 1500 Porsche I wasn't really in a position to argue with his 3-litre V12, so I settled for third overall – and we still won our class by miles."

Consulting his diary again: "Jean lapped at 3:36 during the race and I ended it lapping in 3:30s, which was only two seconds slower than Phil Hill's pole position time in the Ferrari *Testa Rossa*... It had been thoroughly enjoyable as we had forced the Ferraris to run harder than they had really wanted *all day long*".













So it was against this extensive and successful background, and a virtual love-affair with the small-capacity Porsche Spyders, that Sir Stirling had renewed his works-driver relationship with the RS60 and '61 cars in the 1961 Targa Florio and Nürburgring 1,000 Kilometre classics.

And when in recent years he saw the most attractive Porsche RS61 – chassis '070' – now offered here being promoted for sale in America his innate enthusiasm bubbled again to the surface. "I thought it looked a fabulous car. I remembered what fun it had been to drive and, Boy, I really got the hots for it!". Near-tragically he then suffered his now celebrated lift-shaft accident, stepping into the lift at his home in Mayfair, London, as he had done thousands of times before, while talking over his shoulder to a guest. In fact a system failure had left the lift car parked on the floor above, and Sir Stirling fell instead some 20-30 feet down the empty lift shaft. He was fortunate to land feet first but still sustained serious injuries to his feet and lower legs. He was recovering from this shocking incident in a London hospital when the American auction Sale took place, and as his wife Lady Moss recalls: "He seemed more exercised about not missing out on what he was already calling 'my Porsche' than having much concern with his injured condition". Consequently an American acquaintance was recruited to bid on his behalf, and Sir Stirling was delighted when he heard that he had been successful, and that '070' had become his property.

Sir Stirling's accident recovery progressed rapidly as the car was prepared for him in the USA by VRM to return to the race track at that same year's Monterey Historics race meeting at Laguna Seca.

There he had just gone out in the car on his opening practice lap when, just after the Californian course's famous 'Corkscrew' section, '070's transmission suddenly locked-up and spun him off onto the sandy verge. "I wasn't even pressing on. I had just left the pits and I was still settling in, checking the controls and the instruments and taking a look at the circuit, when the rear wheels suddenly locked and spun me off. I was then left sitting in no man's land, wondering what the hell had happened when I looked up and saw a Lotus also spinning like a top but coming straight for me..."

The out-of-control Lotus unfortunately collided with the stationary Porsche's nose, causing visually extensive, but fortunately not too serious body damage. Sir Stirling was more devastated than merely disappointed, but at least would have the supreme relief of the subsequent strip-down finding that a ball-bearing race in the gearbox had lost one the balls, which had then jammed between two gear-wheels, locking the car's transmission absolutely solid and so causing the maestro's ostensibly embarrassing incident.

"It was also regrettable...", Sir Stirling recalls, "... that the impact damage revealed how the original bodywork had been restored with a massive thickness of filler beneath the paint, and we also found other chassis and suspension problems after some poor previous repair work." But after complete repair and a proper restoration to raceworthy order the car was now just as Sir Stirling wanted it: "... when I entered in the Historic race supporting the Le Mans 24-Hours in 2011 - it was a joy..."



2

The Bob Holbert equipe in period with one of his SCCA number '14' Porsche RS61s spelling top-class US road racing...

3

Porsches in the 1961 Watkins Glen Grand prix race for sports cars - No 113 is Tom Payne in Porsche RS61 '070' offered here, leading No 29 Bob Bucher's older Porsche 718RSK.

4

The brightly-liveried RS61 during 'Gentleman' Tom Payne's ownership, in the grassy paddock at Thompson Raceway, 1961...

In fact that drive during practice at the Le Mans 24-Hour race circuit – on which he had so often led the World's most prestigious sports car race for such rival marques as Jaguar, Mercedes-Benz and Aston Martin - proved to be the then 81-year-old 'Mr Motor Racing's swansong competitive appearance.

"I had always said that I raced cars because I enjoyed racing them, and if I ever found that I was no longer enjoying it then I would give it up. While I loved driving my Porsche, I found I no longer really enjoyed racing amongst others whose capabilities I didn't know on a pretty crowded circuit. During practice I thought to myself, I could go faster than him ahead, but then I felt that if I tried to pass him I would scare myself. And I just didn't want to scare myself. I felt it was my body's way of telling me that the time had come, and so when I got back to the pits after that session, I announced my final retirement. It was nice to bow out at that point – so my Porsche RS61, which I really enjoyed to drive on its own – became my last racing car. And now I guess it's just the time for a new owner to share the RS61 experience..."

This particular Porsche - chassis '070' – was in fact delivered brand-new to first owner Bob Holbert of Pennsylvania early in 1961. A celebrated figure in the history of American sports car racing, Bob Holbert was the leading American Porsche specialist of his era running a Volkswagon-Porsche dealership in Warrington, PA, near Philadelphia, one of the German marque's first US dealerships. His son Al Holbert would win the Le Mans 24-Hour race three times in 1983-6-7, the Daytona 24-Hours twice, 1986-87 and the Sebring 12-Hours twice in 1976-81.

Bob Holbert drove '070', now offered here, in a busy programme of Sports Car Club of America east-coast events early in 1961, including the Daytona National. He won a 1961 SCCA National Championship title driving both '070' and its sister car '044' which was the ex-works machine which had been co-driven by Stirling Moss and Graham Hill in that year's Targa Florio, as related above.

On February 5 at Daytona he had won the 35-lap unlimited-capacity sports car race outright – defeating Scarab-Chevrolet and Lister-Chevrolet opposition. On April 16 he beat a Maserati Tipo 61 'Birdcage' to win the 40-lap Marlboro National Governor's Cup race, and on April 30 he placed '070' fourth behind three much more powerful Tipo 61 'Birdcage' cars in the President's Cup 3-Hour race at Danville, Virginia. Bob Holbert would also win in his Porsche RS61 at Cumberland, Maryland, on May 14.

He then sold the car to fellow SCCA driver Tom Payne – who had built his reputation as 'Gentleman Tom' Payne, since by preference he would habitually wear an impeccably-pressed lounge suit and tie while racing.

Tom Payne and Porsche RS61 '070' featured in such further 1961-season east-coast events as the Cumberland Nationals, Wisconsin Grand Prix, Thompson Nationals, Indianapolis Raceway Park and the Atlanta '500' Sprints. For example, on June 18, 1961, he drove '070' home ninth overall and third in class at the Elkhart Lake June Sprints – actually a 25-lap race around the magnificent Road America course. On July 1 he also featured at Lime Rock, on July 23 at Meadowdale and on August 5 at Bridgehampton.



3



4











He won his class in the car at Atlanta, before selling it to fellow SCCA owner/driver Millard Ripley in preparation for the 1962 season. He owned a sizeable Volkswagen-Porsche dealership business in Ithaca, New York, and had considerable road racing experience behind the wheel of Porsche 550 Spyders, Lola, Lotus and Elva cars. His finest performance in '070' came at Watkins Glen in June 1962 when he not only won his class in the car but also won overall in the feature race. In September back at Watkins Glen he then placed third overall and won his class yet again. Later that month, co-driving with Charlie Kurz, Millard Ripley won his class at Bridgehampton and finished fourth overall. A further class victory and second place overall ended the season at Lime Rock.

Two further victories followed in 1963. Charlie Kurz drove '070' to class success at Giant's Despair hill-climb and at Lime Rock Millard Ripley secured a first and another second-place award. Overall Porsche RS61 '070' is credited with having achieved no fewer than 13 race victories and 20 podium placings in SCCA National competition.

We understand that the car continued to appear occasionally in SCCA road races into the mid-1960s before being retired from serious competition and sold in 1969 to a Mr Steadman. The car was sympathetically preserved over the following ten years, while seeing very little serious use. In 1978 it passed to a Mr Aase, and after another ten-year ownership was acquired by a Mr Hayes who ran it occasionally in Vintage races before offering it for sale in 1993.

Prominent southern California collector Terry Jones then acquired the car and had it prepared by West Coast Porsche specialist Al Cadrobbi before running it in several further Vintage events before selling it to another well-known American Porsche specialist, Warren Eads, in 1995.

His company Spyder Sports carried out a largely cosmetic partial restoration, while the 4-cam engine was replaced and rebuilt to what was described as 'Nurburgring' specification by Al Cadrobbi, reportedly with new heads, valves and rings. The description of '070' as offered subsequently in the American Sale states that "According to Mr Eads, the 4-cam (unit) currently fitted is a proper 1700 variant, one of the most sought-after amongst *Spyder* enthusiasts". Upon completion '070' was then run in the Colorado Grand rally.

Warren Eads then sold the car, and it was preserved and maintained over another decade, being used only sparingly - we understand - on public highways and byways. Most importantly, it survived as one of very few of the 14 Porsche RS61s built to have retained "the vast majority of its original bodywork".. In Sir Stirling Moss's recent tenure the car has been repaired after its Laguna Seca misfortune and further restored to its current 'on-the-button' ready-to-run condition by Andy Prill of Maxted-Page & Prill, now Prill Porsche Classics.

He not only repaired the cosmetic damage sustained at Laguna Seca, he also stripped and completely rebuilt the car's 4-cam engine, five-speed transmission, front and rear of the chassis and the rear suspension, which had been modified to accommodate wider rear wheels at the cost of seriously compromising suspension geometry.

Most importantly, the 4-cam engine's bottom-end was converted from roller-type main bearings to current-technology plain-bearing - with hardly any performance loss - a decision partly influenced by the time constraints of meeting Sir Stirling's race date of Le Mans 2011.



5  
Millard Ripley was 070's third owner ex-works - preparing for battle on the starting at Cumberland, Maryland, in May 1962.

6  
Showing off the Porsche RS61's pertly curvaceous body form at speed - Millard Ripley in action during the 1962 Cumberland SCCA meeting.





Equally influential were the risks always associated with old roller-bearing crankshafts. Porsche used them originally as a no-compromise solution in a race engine in which the requirement was to maximise power and engine response with cost little object. This was sustainable in period with a ready supply of parts and owners following the factory's service and regular-rebuild schedules. Today in Historic and Vintage racing – lacking the stock parts and trained experts skilled in such technology – another consideration applies. Porsche advised their drivers in period to avoid running these engines below 4,000rpm in order to maintain sufficient oil pressure to avoid serious damage.

So today '070' features the far more practical and prudent alternative for a 21st century private owner of featuring a brand new plain-bearing crankshaft and new Carrillo con rods "...so that part of the engine should be pretty bullet-proof for a long time". The original roller-bearing crankshaft components are included amongst the spares accompanying this Lot, enabling re-conversion if a future owner should require it.

A long debate with Sir Stirling over the gearing required for Le Mans was then resolved by reference to his 1961 diary which recorded the gearing he and Graham Hill had selected for the mighty Buonfornello Straight along the coast on the Targa Florio course – peaking at 139mph.

At Le Mans in 2011, after the maestro had announced his retirement decision, the visiting President of the Republic interceded with the organizing ACO to allow Sir Stirling a lap of honour before the vast 24-Hour race crowd. Andy Prill chauffeured him in '070' and recalls that as having been "...an absolutely unforgettable experience". Ian Nuttall drove '070' in its race there, and won the class, so Sir Stirling – invited to present the awards - ended-up as entrant awarding a trophy to himself.

Today, this wonderful, world-class, sports-racing Porsche – still surviving in highly-original material condition – combines a prominent and extremely successful early American SCCA racing history with the extraordinary (and unique) additional provenance of Sir Stirling Moss's last racing car – the final competitive carriage of 'Mr Motor Racing' himself, the supreme unarguably world-class sporting legend.









7

Third-owner Millard Ripley absolutely shone in '070' during the 1962 Watkins Glen Grand Prix in upstate New York, finishing third overall, beaten only by the Cooper Monacos of Walt Hansgen and Hap Sharp. Here he is poised to displace Bob Grossman's Ferrari 250 GTO...

Judge a car by the company it keeps!

8

Into 1963 - allocated SCCA race number '57 - private owner/driver Charlie Kurtz campaigned this RS61...







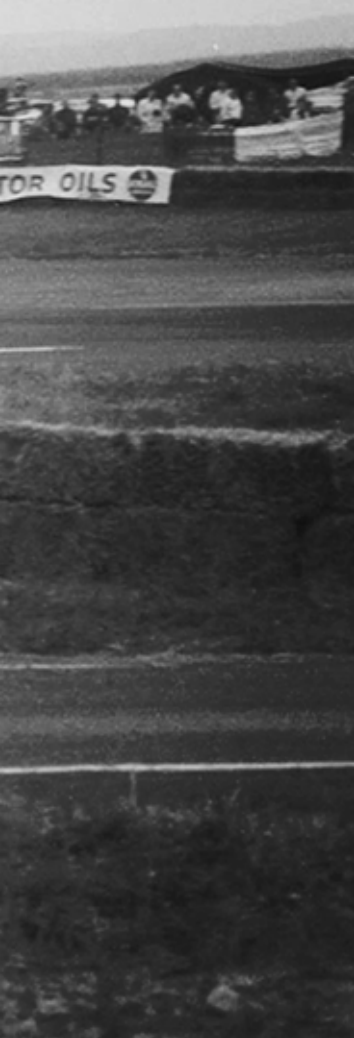
### PORSCHE RS61 BACKGROUND

The 1961 Porsche RS60 and RS61 Spyder sports-racing cars were developed from the preceding Typ 718 RSK model which had been introduced in 1958 as the Stuttgart company's replacement for its highly successful 550A *Spyder* sports-racing car.

The new design was based upon a lighter spaceframe chassis welded-up from narrow-gauge extruded-steel tubing, three lower elements of which promoted the 'K' title suffix. Its lightweight aluminium bodywork was generally lower with an improved aerodynamic drag figure than the RS *Spyders*.

Originally, the RSK carried a regulation windscreen which was a metre wide and 20cm high (39.37 x 7.87 inches). Ahead of its front wheels, the body nose narrowed, carrying its two headlights beneath clear perspex fairings. The engine-oil surface radiator was built-in under the nose which was otherwise perfectly smooth without any large air intakes.

The mandatory spare wheel was housed within the nose, ahead of an 80-litre (17.6-gallon) fuel tank, with racing filler protruding through the front cover. The oil filler was on the right-hand side amidships, just ahead of the rear wheel. Two air intake grilles appeared on the tail section while a four-louved panel on each body side, ahead of the rear wheels fed cooling air to the large drum brakes.





The RSK's external body shape would be modified several times. Vertical tail fins were fitted for fast circuits and a so-called 'aerodynamic hump' was also tried, both as a fairing behind the driver's head or covering the full width of the cockpit. For some events – such as Le Mans in 1958—the passenger's seat was covered by a rigid aluminium tonneau panel.

Vehicle weight was just under 530 kg (1,168lbs) and, in contrast to the 550A, the RSK's front suspension was much improved, with less-offset trailing arms to match longer torsion bars and hub carriers pivoting on spherical joints instead of multiple bushes. The steering column had two universal joints to permit a centreline steering gear mounting, actuating two symmetrical track rods. A left-side driving position was retained, but a true centerline steering wheel/seat combination could be easily achieved for speedy conversion as a 'streamline-bodied' Formula 2 *einsitzer*.

Rear suspension was by variable-rate coil springs with concentric telescopic dampers, while suspension travel was increased with low-pivot swinging half-axle geometry. Each half-axle was further located by a longitudinal Watt's linkage to avoid toe-in vagaries. Angled 'Turbofans' helped cool the car's four drum brakes.

Power was provided by a Typ 718 flat-4 air-cooled engine developed from the successful 550A unit. Output had been increased to an initial 142bhp at 7,500 rpm, while a year's further development would provide 148bhp at 8,000 rpm. In racing, the Porsche RSK drivers were given a rev limit of 7,600 for any appreciable time, but 8,000rpm in urgency. Two down-draught twin-choke Type 40 DCM carburettors, were later replaced by four 46 IDMs.

Transmission was via a single dry-plate clutch and five-speed transaxle gearbox with the four upper ratios synchronised. A vast choice of gearbox and final drive ratios was available.

For 1960-61, the succeeding Porsche RS60 and RS61 models evolved as new variants of the previous 718 RSK. Their aluminium two-seat Spyder bodies were subtly reshaped in light of past experience and to match progressive regulation requirements. The cars' smoothly rounded nose sections were pierced by neat intakes to cool engine oil and the front brakes. A new rounded, lowered nose treatment was also adopted while the redesigned bodywork featured completely detachable front and rear 'clamshell' sections. Two fuel tanks in the nose provided a combined capacity of over 80 litres (17.6 gallons). A head-fairing appeared as standard behind the driver's head.

Two large grilles were incorporated in the tail and enough space was provided behind the engine to hold the mandatory 'regulation suitcase'. For Le Mans a new body was also developed, looking rather like a flat, elongated coupe with the roof panel removed. A true Le Mans Coupe version was also developed, its lower panels identical with the RS61, but a truncated hardtop was added with its rearmost extremity above the rear axle line.











9



Front suspension was by twin trailing arms suspended by transverse laminated torsion bars. Wishbone rear suspension featured co-axial coil-spring/damper units, the dampers being twin-acting Konis front and rear. Tyre dimensions were 5.50-15 R at the front and 5.90 or 6.00-15 R at the rear, mounted on 4.00 J x 15 alloy rims.

The engine in these models was Porsche's *Typ 547* four-cam 4-cylinder air-cooled unit, enlarged from 1500cc to 1587cc in the definitive RS61. The smaller variant produced "an honest" 150bhp at 7,800rpm while its 89cc larger successor achieved around 162bhp at the same crankshaft speed. Compared with the preceding models the RS60/61 crankshaft was of a stronger design, with roller-bearing big ends while the built-up crankshaft itself ran in three roller-bearing and one ball-bearing mains. Valves were operated by twin overhead camshafts per cylinder bank, and the power units breathed through two twin-choke Weber 46 IDM 1 carburetors.

Here we offer a fine and very rare Porsche Spyder of matchless quality, class capability and truly star-quality provenance.

**£1,700,000 - 2,000,000**

**€2,400,000 - 2,800,000**

9 &amp; 10 (main)

Historic competition at Le Mans - Sir Stirling Moss's co-driver Ian Nuthall campaigning the motor racing maestro's Porsche RS61 on the legendary Sarthe circuit, bearing its world-famous owner's favourite lucky number '7', of course.

11

Happy in retirement - Sir Stirling being driven round Le Mans on his lap of honour in '070', immediately after announcing his impromptu decision to call curtains upon his glittering motor racing career...



11







13-14 August, Carmel, CA  
Consignments now invited

*The ex-Lou Fageol*  
**1953 FIAT 8V SUPERSONIC**  
Coachwork by Ghia  
Design by Giovanni Savonuzzi

# QUAIL LODGE AUCTION



MOTORVEHICLE ART BY *Tony Stone*

# Bonhams

[bonhams.com/quail](http://bonhams.com/quail)



## ENQUIRIES

+1 (415) 391 4000, West Coast

+1 (212) 461 6514, East Coast

motors.us@bonhams.com



### **1923 BENTLEY 3-LITRE SPEED MODEL FOUR-SEATER SPORTS TOURER**

Coachwork by Chalmer & Hoyer  
Chassis No. 409

*The ex-Charles G. Renaud  
One of just four examples ever built  
Pebble Beach Concours d'Elegance Award Winning*

### **1951 FERRARI 212 INTER CABRIOLET**

Coachwork by Vignale  
Ferrari Classiche Certified



### *The ex-William Harrah Collection* **1910 POPE-HARTFORD MODEL T 40HP FIVE-PASSENGER TOURING**



# GOODWOOD REVIVAL SALE

Important Collectors'  
Motor Cars and Automobilia  
Saturday 12 September 2015  
Chichester, Sussex

Entries now invited



**1965 ASTON MARTIN  
DB5 CONVERTIBLE**  
£1,000,000 - 1,200,000





The Bonhams Goodwood Revival auction offers an unbeatable platform to sell your motor car. Auction spaces are limited, please contact the department.

#### ENQUIRIES

+44 (0) 20 7468 5801  
ukcars@bonhams.com

Left

*The ex-Robert Graves*

**1927 AMILCAR C6 RACING VOITURETTE**

Chassis no. 90037

£400,000 - 500,000

Right

*The ex-Robert Graves*

**1927 AMILCAR C6 RACING VOITURETTE**

Chassis no. 90032

£250,000 - 300,000



# Bonhams


[bonhams.com/motorcars](https://bonhams.com/motorcars)

# The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Spa Classic; Dix Mille Tours; Grand Prix de l'Age d'Or; Vallelunga Classic; Monza Historic; Algarve Classic; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Wilton Classic and Supercar; The Grand Tour; Kop Hill Climb; London to Brighton Run; EFG DolderClassics; Zurich Classic Car Award.

[www.efgmotorracing.com](http://www.efgmotorracing.com)



 [facebook.com/EFGInternational](https://facebook.com/EFGInternational)

Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Grand Cayman, Bogotá and Montevideo. [www.efginternational.com](http://www.efginternational.com)





# THE TRUE SPIRIT *&* VINTAGE MOTORING



THE VINTAGE  
SPORTS-CAR CLUB

The Old Post Office  
West Street Chipping Norton  
Oxfordshire OX7 5EL

t +44 (0)1608 644777  
e [info@vscc.co.uk](mailto:info@vscc.co.uk)  
[www.vsc.co.uk](http://www.vsc.co.uk)

DRIVE RESPONSIBLY

SUPPORTED BY

Bonhams



## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

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

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

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

#### *Estimates*

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

#### *Condition Reports*

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

#### *The Seller’s responsibility to you*

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

#### *Bonhams’ responsibility to you*

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

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

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

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

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

#### *Alterations*

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

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

### 4. CONDUCT OF THE SALE

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

### 5. BIDDING

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



Bidding in person

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

Bidding by telephone

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer’s Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to

address the invoice to your principal rather than you. We will require proof of the agent’s client’s identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer’s Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer’s Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER’S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer’s Agreement*, a premium (the *Buyer’s Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer’s Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer’s Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer’s Premium* will be payable by *Buyers* of *Lots*:

- (a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% up to £50,000 of the *Hammer Price*  
20% from £50,001 to £1,000,000 of the *Hammer Price*  
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked “AR” in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

| <i>Hammer Price</i>          | Percentage amount |
|------------------------------|-------------------|
| From €0 to €50,000           | 4%                |
| From €50,000.01 to €200,000  | 3%                |
| From €200,000.01 to €350,000 | 1%                |
| From €350,000.01 to €500,000 | 0.5%              |
| Exceeding €500,000           | 0.25%             |

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

- The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer’s Premium*:
- † VAT at the prevailing rate on *Hammer Price* and *Buyer’s Premium*
  - Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer’s Premium*
  - \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer’s Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer’s Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer’s Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer’s Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer’s Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer’s Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer’s Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, and that the funds have originated from your own account, we will allow you to collect your purchases immediately;

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited Trust Account  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

**Credit cards:** Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

## 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

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: [shipping@bonhams.com](mailto:shipping@bonhams.com)

## 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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud,

or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the "of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.



## 19. JEWELLERY

### ~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*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.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://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](mailto:info@bonhams.com)

## APPENDIX 1

### CONTRACT FOR SALE

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

### 1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

### 2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

### 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

### 6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.



|          |  |           |  |       |   |
|----------|--|-----------|--|-------|---|
| <b>8</b> | <b>FAILURE TO PAY FOR THE LOT</b>  |           | 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.  |       | waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .  |
| 8.1      | 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):   | <b>9</b>  | <b>THE SELLER'S LIABILITY</b>  | 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.   |
| 8.1.1    | to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;   | 9.1       | The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .   |       |   |
| 8.1.2    | 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;   | 9.2       | 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.   | 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 <i>c/o 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.   |
| 8.1.3    | to retain possession of the <i>Lot</i> ;   |           |  |       |   |
| 8.1.4    | to remove and store the <i>Lot</i> at your expense;  | 9.3       | Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,   |       |   |
| 8.1.5    | to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;  | 9.3.1     | the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;   | 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.   |
| 8.1.6    | to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;   |           |  |       |   |
| 8.1.7    | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i> ) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;  | 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;   | 10.6  | 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.  |
| 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;  |           |  | 10.7  | The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.  |
| 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  | 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".  |
| 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.  |           |  | 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.   |
| 8.2      | You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i> ) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you. | 9.4       | Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.  | 10.10 | Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .   |
|          |  | <b>10</b> | <b>MISCELLANEOUS</b>   | 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> .  |
| 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  |           |  | 10.12 | Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law. |
|          |  | 10.1      | You may not assign either the benefit or burden of the <i>Contract for Sale</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  |       |   |

## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

### 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.



|          |   |          |  |           |  |
|----------|---|----------|--|-----------|--|
| <b>6</b> | <b>RESPONSIBILITY FOR THE LOT</b>   | 7.2      | You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.  | 9.2.2     | you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and  |
| 6.1      | Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.   |          |  | 9.2.3     | within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .   |
| 6.2      | You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .  |          |  | 9.3       | Paragraph 9 will not apply in respect of a <i>Forgery</i> if:  |
| <b>7</b> | <b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>  | 7.3      | If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.   | 9.3.1     | the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or  |
| 7.1      | If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):   | 7.4      | We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.  | 9.3.2     | it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.  |
| 7.1.1    | to terminate this agreement immediately for your breach of contract;  | <b>8</b> | <b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>   | 9.4       | You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .  |
| 7.1.2    | to retain possession of the <i>Lot</i> ;  | 8.1      | Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may: | 9.5       | If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .   |
| 7.1.3    | to remove, and/or store the <i>Lot</i> at your expense;   | 8.1.1    | retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or  | 9.6       | The benefit of paragraph 9 is personal to, and incapable of assignment by, you.  |
| 7.1.4    | to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;  | 8.1.2    | deliver the <i>Lot</i> to a person other than you; and/or  | 9.7       | If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.   |
| 7.1.5    | to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;  | 8.1.3    | commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or  | 9.8       | Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .  |
| 7.1.6    | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof; | 8.1.4    | require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.  | <b>10</b> | <b>OUR LIABILITY</b>   |
| 7.1.7    | to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;  | 8.2      | The discretion referred to in paragraph 8.1:   | 10.1      | We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> . |
| 7.1.8    | to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;  | 8.2.1    | may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and  | 10.2      | Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:   |
| 7.1.9    | to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;   | 8.2.2    | will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.   | 10.2.1    | handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or   |
| 7.1.10   | 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;  | <b>9</b> | <b>FORGERIES</b>   |           |  |
| 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> .       | 9.1      | We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.  |           |  |
|          |   | 9.2      | Paragraph 9 applies only if:   |           |  |
|          |   | 9.2.1    | your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and   |           |  |

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension strung musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://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](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.



**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*. **"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), *"Seller"* includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words *"you"* and *"your"*. **"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://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."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

## Paddle number (for office use only)

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

## Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

## Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

## If successful

I will collect the purchases myself ☐  
Please contact me with a shipping quote (if applicable) ☐

|   |  |  |  |
|---|--|--|--|
| <b>Sale title:</b> The 1961 Porsche RS-61 Spyder  |  | <b>Sale date:</b> 26 June 2015   |  |
| <b>Sale no.</b> 22723   |  | <b>Sale venue:</b> Goodwood, Chichester, Sussex                            |  |
| 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. |  |  |  |
| <b>General Bid Increments:</b>  |  |  |  |
| £10 - 200 .....by 10s   |  | £10,000 - 20,000 .....by 1,000s  |  |
| £200 - 500 .....by 20 / 50 / 80s  |  | £20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s                            |  |
| £500 - 1,000 .....by 50s  |  | £50,000 - 100,000 .....by 5,000s   |  |
| £1,000 - 2,000 .....by 100s   |  | £100,000 - 200,000 .....by 10,000s   |  |
| £2,000 - 5,000 .....by 200 / 500 / 800s   |  | above £200,000 .....at the auctioneer's discretion                         |  |
| £5,000 - 10,000 .....by 500s  |  |  |  |
| The auctioneer has discretion to split any bid at any time.   |  |  |  |
| Customer Number   |  | Title  |  |
| First Name  |  | Last Name  |  |
| Company name (to be invoiced if applicable)   |  |  |  |
| Address   |  |  |  |
|   |  |  |  |
| City  |  | County / State   |  |
| Post / Zip code   |  | Country  |  |
| Telephone mobile  |  | Telephone daytime  |  |
| Telephone evening   |  | Fax  |  |
| Preferred number(s) in order for Telephone Bidding (inc. country code)  |  |  |  |
|   |  |  |  |
| E-mail (in capitals)  |  |  |  |
| By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.   |  |  |  |
| I am registering to bid as a private buyer <input type="checkbox"/>   |  | I am registering to bid as a trade buyer <input type="checkbox"/>          |  |
| If registered for VAT in the EU please enter your registration here:<br>□□ / □□□□ - □□□□□□ - □□   |  | Please tick if you have registered with us before <input type="checkbox"/> |  |

**Please note that all telephone calls are recorded.**

| Telephone or Absentee (T / A) | Lot no. | Brief description | MAX bid in GBP (excluding premium & VAT) | Covering bid* |
|-------------------------------|---------|-------------------|--|---------------|
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |
|                               |         |                   |  |               |

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

**BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.**

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/06/14

# Bonhams



# THE BONHAMS MOTORING NETWORK

## UK (Head office)

101 New Bond Street  
London, W1S 1SR  
Tel: (020) 7447 7447  
Fax: (020) 7447 7400

## UK Representatives

### County Durham

Stephen Cleminson  
New Hummerbeck Farm  
West Auckland  
Bishop Auckland  
County Durham  
DL14 9PQ  
Tel: (01388) 832 329  
veterancars@orange.net

### Cheshire & Staffordshire

Chris Shenton  
Unit 1, Wilson Road  
Hanford, Staffordshire  
ST4 4QQ  
Tel / Fax:  
(01782) 643 159  
astondb@hotmail.co.uk

### Somerset / Dorset

Mike Penn  
The Haynes  
Motor Museum  
Sparkford, Nr. Yeovil  
BA22 7UI  
Tel: (01963) 440 804  
Fax: (01963) 441 004

### Devon / Cornwall

Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR12NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@bonhams.com

### Hampshire

Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (0194) 518 433  
veryoldmj@gmail.com

### East Anglia Motorcycles

David Hawtin  
The Willows  
Church Lane  
Swaby, Lincolnshire  
LN13 0BQ  
Tel /Fax:  
(01507) 481 890  
david.hawtin@bonhams.com

### Motor Cars

Robert Hadfield  
95 Northorpe  
Thurlby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242  
rhadfield10@gmail.com

### Midlands

Bob Cordon-Champ  
Highcliffe  
2 Cherry Orchard  
Lichfield, Staffordshire  
WS14 9AN  
Tel/fax: (01543) 411 154  
robert.cordonchamp@bonhams.com

### Roger Etccl

10 High Street  
Whittlebury  
TOWCESTER  
Northamptonshire  
NN12 8XJ  
Tel: (01327) 856 024  
roger.etccl@bonhams.com

### Richard Hudson-Evans

Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
rheauction@btinternet.com

### Home Counties

Colin Seeley  
3 Whiteoak Gardens  
The Hollies  
Sidcup Kent  
DA16 8WE  
Tel: (020) 8302 7627  
colin.seeley@bonhams.com

### Herts, Beds & Bucks

Martin Heckscher  
April Cottage,  
Cholesbury, near Tring,  
HP23 6ND  
Tel: (01494) 758 838  
martin.heckscher@bonhams.com

### Lancashire, Cumbria & Yorkshire

Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@bonhams.com

### Alan Whitehead

Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 844 884  
Fax: (01204) 401 799

### Gloucestershire

George Cohen  
Manor Farm  
Chillington  
Ilminster  
Somerset  
TA19 0PU  
Tel: (01460) 526 46  
george.cohen@bonhams.com

### Wales

Mike Worthington-Williams  
The Old School House  
Cenarth  
Newcastle Emlyn  
Carmarthenshire  
SA38 9JL  
Tel: (01239) 711 486  
(9am-5pm)  
Fax: (01239) 711 367

## European (Head office)

### Paris

4 rue de la Paix  
Paris  
75002  
Tel: +33 1 42 61 10 11  
Fax: +33 1 42 61 10 15  
eurocars@bonhams.com

### European

#### Representatives

### Germany

Am Kuechengarten 2  
Domaene Rotenkirchen  
D-37574 Einbeck  
Germany  
Tel: +49 5127/9026996  
Mob: +49 160 94984316  
paul.gockel@bonhams.com

### Hans Schede

An St Swidbert 14  
D-40489 Düsseldorf  
Tel: +49 211 404202  
Fax: +49 211 407764  
hans.schede@bonhams.com

### Thomas Kamm

Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@bonhams.com

### Italy

Gregor Wenner  
Tel: +39 049 651305  
Mob: +39 333 564 3610  
gregor.wenner@bonhams.com

### Denmark

Henning Thomsen  
Tel: +45 4051 4799  
henning.thomsen@bonhams.com

### The Netherlands

Saskia Magnin  
de Lairessestraat 123  
1075 HH Amsterdam  
The Netherlands  
Tel: +31 20 67 09 701  
Fax: +31 20 67 09 702  
saskia.magnin@bonhams.com

### Norway / Sweden

Pascal Nyborg  
Tel: +47 9342 2210

## USA (Head offices)

### San Francisco

Mark Osborne  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 391 4000  
Fax: +1 415 391 4040  
motors.us@bonhams.com

### Los Angeles

Nick Smith  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 323 436 5470  
Fax: +1 323 850 5843  
nick.smith@bonhams.com

### New York

Rupert Banner  
580 Madison Avenue  
New York, NY 10022  
Tel: +1 212 461 6515  
Fax: +1 917 206 1669  
rupert.banner@bonhams.com

## USA Representatives

### Southern California

Christine Eisenberg  
464 Old Newport Blvd.  
Newport Beach,  
CA 92663  
Tel: +1 949 646 6560  
Fax: +1 949 646 1544  
christine.eisenberg@bonhams.com

### David Edwards

Tel: +1 949 460 3545  
david.edwards@bonhams.com

### Midwest and East Coast

Evan Ide  
78 Henry St  
Uxbridge, MA 01569  
Tel: +1 917 340 4657  
evan.ide@bonhams.com

### Midwest

Tim Parker  
+1 651 235 2776  
tim.parker@bonhams.com

### Northwest

Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227  
tom.black2@comcast.net

## Rest of the World

### Australia

Damien Duigan  
Unit 14,  
888 Bourke Street  
Waterloo  
NSW 2017  
T: +61 (0) 2 8412 2232  
damien.duigan@bonhams.com

### Argentina

Daniel Clarmunt  
Catamarca 1538  
(B1640FUP) Martinez  
Buenos Aires  
Tel: +54 11 479 37600  
Fax: +54 11 479 34100  
daniel.clarmunt@bonhams.com

### Japan

Akiko Tsuchida  
Level 14 Hibiya Central  
Building  
1-2-9 Nishi-Shimbashi  
Minato-ku  
Tokyo 105-0003  
+81 (0) 3 5532 8636  
+81 (0) 3 5532 8637 fax  
akiko@bonhams.com

### Hong Kong

Suite 2001  
One Pacific Place  
88 Queensway  
Admiralty  
Hong Kong  
+852 2918 4321  
+852 2918 4320 fax  
hongkong@bonhams.com

### Beijing

Suite 511,  
Chang An Club,  
10 East Chang An Avenue,  
Beijing 100006, China  
Tel: +86 10 6528 0922  
Fax: +86 10 6528 0933

### Singapore

Bernadette Rankine  
11th Floor, Wisma Atria  
435 Orchard Road  
Singapore 238877  
+65 (0) 6701 8038  
+65 (0) 6701 8001 fax  
singapore@bonhams.com







Sir Stirling Moss  
Ian Nuthall

LEGENDS



EB 1793

**Bonhams**

101 New Bond Street  
London  
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax



Stirling Moss 