

Important Collectors'
Motor Cars and Automobilia
Friday 27 June, 2014
Goodwood Festival of Speed
Chichester, Sussex

GOODWOOD FESTIVAL OF SPEED SALE



Bonhams





PROVA
MO-31

GOODWOOD FESTIVAL OF SPEED SALE

Important Collectors' Motor Cars and Automobilia

Friday 27 June 2014 at 11:00 and 14:00

Chichester, Sussex

VIEWING

Thursday 26 June 10:00 to 17:30
Friday 27 June from 09:00

SALE

Friday 27 June:
Automobilia 11:00
Motor Cars 14:00

SALE NUMBER

21906

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

Please note that bids should be submitted no later than 4pm on Thursday 26 June. Thereafter bids should be sent directly to bids@bonhams.com

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

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

Please note "Live bidding" will not be available for Lot 320

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

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

IMPORTANT INFORMATION

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

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 320
Back cover: Lot 342

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 28 June or Sunday 29 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,
Harvey Cammell, Simon Cottle, Andrew Currie,
David Dallas, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Robin Hereford, Asaph Hymn, Charles Lanning,
Sophie Law, Camilla Lombardi, Fergus Lyons,
Paul Maudsley, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
Peter Rees, Julian Roup, 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

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

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.

For Lot 320 you may also be asked to provide a suitable bank reference. If you do not, at our request, provide us with a bank reference, or if the reference is not acceptable to us, you may be issued with a paddle that will not allow you bid on this lot.

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 28 or Sunday 29 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.

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at the sale. They can assist with any insurance requirements for agreed value road risk, storage and transportation cover. Contact 0844 824 1134.

Hagerty International Limited

The Arch Barn
Pury Hill Farm
Towcester

Northamptonshire
NN12 7TB
0844 824 1134

Web: www.hagertyinsurance.co.uk

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

Worldwide Motoring contacts

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Automobilia

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julian.roup@bonhams.com

Buyers/Sellers Accounts UK

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

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

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 1 July 2014 by appointment only.

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

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

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

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

All lots marked with a $\diamond\diamond\diamond$ 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

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

Vehicle Insurance

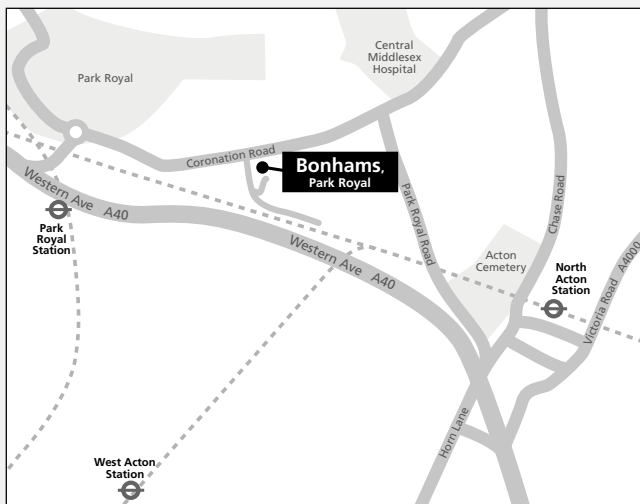
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk

Motor Car Preparation

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

Professional Catalogue Photography

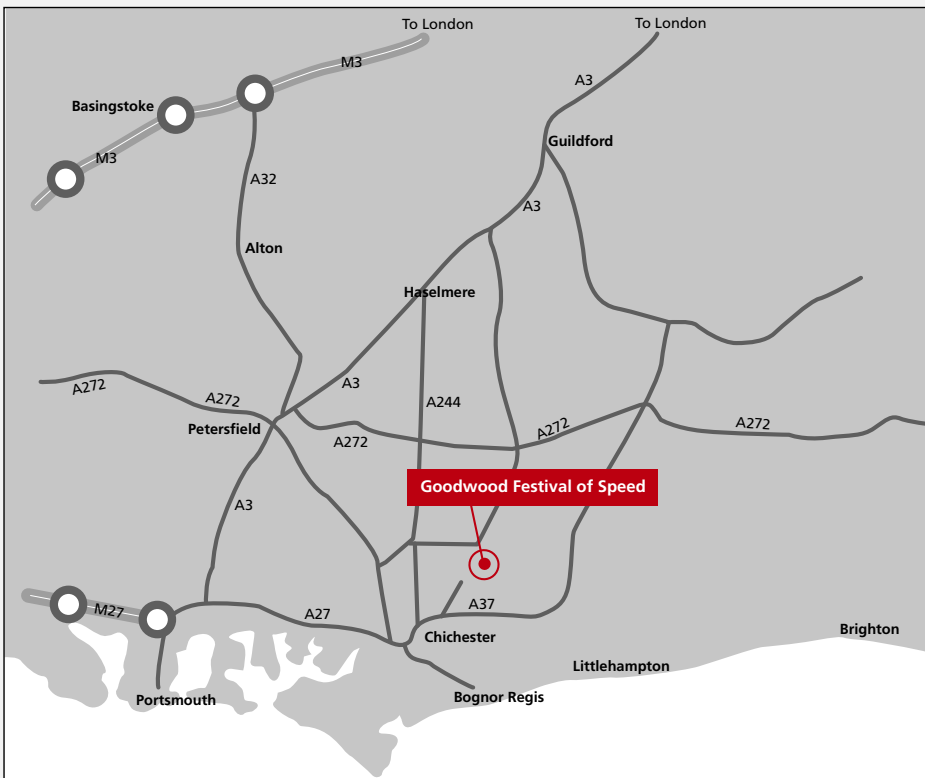
Simon Clay
Tom Wood
Nathan Morgan



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

Lots 1 - 232 at 11:00
Friday 27 June

Images of all automobilia lots are available at
bonhams.com/automobilia

Not all imperfections are stated. All lots sold as viewed





1



6



3



7



4

ACCESSORIES

1 ◊

A BUGATTI RADIATOR DISPLAY PIECE, plated metal surround with cap and 'Bugatti' badge, black painted dummy core, mounted on a metal stand, 75cm high overall.
£500 - 700
€610 - 860

2

A GOOD PAIR OF LUCAS R440 ELECTRIC SIDELIGHTS, 1930S, chrome plated, pillar mounted, 3 3/4 inch diameter frosted lens, one lamp fitted with correct Lucas 140 type circular mirror, with articulated ball joint
£500 - 600
€610 - 740

3

A HEUER MANUAL WIND AIRCRAFT CLOCK, CIRCA 1970, case No.773, jewelled manual wind 8 day Swiss movement, black dial with luminous Arabic quarters, luminous outer minute divisions with five minute markers, luminous sword hands and centre running seconds, in round/square black painted metal case with countersunk mounting holes in opposite corners between 4 and 5 and 10 and 11, winding crown set in bezel at 7 and 8, the case 6cm wide.
£500 - 700
€610 - 860

4

A FINE MOTOR ANEROID BY NEGRETTI AND ZAMBRA, BRITISH, CIRCA 1920, nickel plated dial with scale from 27-31 millibars, rotating outer ring dial with ascent and descent scales from 0-2000 feet, blued steel needle, 6.5cm diameter bevelled lens, nickel plated case on mounting bracket with two drilled lugs, together with tan leather carrying pouch.
 (2)
£500 - 700
€610 - 860

5

AN EARLY JAEGER PARIS 'TOURS MINUTE' REV COUNTER, FRENCH, AM type, black dial with 0 to 2400 Arabic numerals, outer chapter ring, cast alloy case numbered 67780, bevelled glass lens, bezel 9.5cm diameter.
£800 - 900
€980 - 1,100

6

THREE WEBER TYPE 36 DR3 CARBURETTORS, bronze, each applied with brass plaque, numbers 3906, 3959 and 3976, each with some fittings, two cast linkages cracked and loose.
 (3)
£1,200 - 1,500
€1,500 - 1,800



5

The Weber 36DR3 was fitted to the Fiat 1100S Mille Miglia and some Cissitalia cars.

8



9



10



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14



12

7

A PAIR OF RARE WEBER 35 IDM CARBURETTORS, each downdraft dual barrel casting, fitted with many original components including progression hole cover, float chamber plug, needle jets, butterfly valves and trumpets, clean but with some wear, lacking top plates, each bearing Weber maker's plaque numbered 38 and 48.

(2)

£1,400 - 1,600

€1,700 - 2,000

Weber 35 IDM carburetors were fitted to Maserati 250F and 350S engines and were also used on the BRM P56.

8†

A VETERAN EIGHT-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,

nickel-plated, with three valves, complete with bulb, approximately 65cm long overall.

£1,500 - 2,000

€1,800 - 2,500

9†

A RARE VETERAN SIXTEEN-NOTE TRUMPET HORN, FRENCH, CIRCA 1910,

nickel-plated, with three valves, complete with bulb, approximately 67cm long overall.

£3,000 - 3,500

€3,700 - 4,300

10 ♦♦

A TYPE 54 GRAND PRIX BUGATTI BODY,

comprising many body panels painted traditional Bugatti blue, other unpainted panels including bulkhead and dashboard, with some seat parts all from the ex Prince Jiri Lobcowicz, Peter Hampton car that ran in many Czech hillclimbs and in the 2000's several Festival of Speed hillclimb events, some panels applied with Goodwood number Stickers and Scrutineer's stickers, front apron bears registration number 'PM 55' stickers, used, sold as viewed without bonnet.

£6,000 - 8,000

€7,400 - 9,800

BADGES & MASCOTS

11†

A ROLLS-ROYCE LTD MOTOR CLUB ENAMELLED CAR BADGE,

by Willmott Breden, chromed with black enamel centre, marked 'WB' to reverse, 13.5cm wide.

£500 - 600

€610 - 740

12†

A LEYLAND 'BY APPOINTMENT' BADGE, CIRCA 1910,

brass badge, in the form of the George V Royal crest, with red and blue enamel centre and red enamelled crown, with circular base (back cut) on screw thread for radiator cap mounting, some loss to enamel in places, 10.5cm high, mounted to a turned wooden display base.

£500 - 700

€610 - 860

An example of this badge is illustrated in Dan Smith: Accessory Mascots; page 30.



13



18



11



16



17

**13
A RARE ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB
MEMBER'S BADGE, 1970S,**

by Pinches of London, number 203, mounting tab curved forward, together with matching membership card and an enamelled RAC badge.

(3)
£600 - 800
€740 - 980

This membership badge was obtained from the club in 1975, and the tab was curved to fit a badge bar on a Midnight Blue 1962 Bentley S2, registration number 642 EYK, but the owner decided not to finish the fitting of the badge so it remains unused and the enamel is in very good condition.

**14†
A 1933 XII MONTE CARLO RALLY ENAMEL BADGE,**

by Fraisse-Demey of Paris and marked with maker's name to rear, nickelled circular badge with dark blue enamel ground, 8.5cm diameter.

£700 - 900
€860 - 1,100

**15†
AN AUTOMOBILE CLUB BAHAMAS ENAMEL CAR BADGE,**

chromed, in five colour enamel, 14cm high, some scratches to plating, mounted to a wooden display base.

£1,000 - 1,500
€1,200 - 1,800

**16†
A 'MERCURY' CAR MASCOT,**

unsigned, nickelled bronze, with British registered design markings to rear of base, in the form of the mythical figure with arms outstretched standing on a rocky outcrop, 21cm high, mounted on a turned wooden base.

£500 - 700
€610 - 860

**17
A PEUGEOT LION MASCOT BY M MARX, FRENCH, 1920S,**

small version, signed, nickel plated bronze, 11.5cm high, on a display base.

£500 - 700
€610 - 860



19



168



2



20



21

18
A 'LATE GHOST' ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, 1918-1925,

signed Charles Sykes, solid nickel, 14cm high.

£600 - 800

€740 - 980

19
A SCHNEIDER TROPHY SEAPLANE MASCOT BY A E LEJEUNE, 1931,

chrome plated, wingspan 15.5cm, mounted on a flat plate base, above a radiator cap.

£600 - 800

€740 - 980

This is the larger of the three sizes of Schneider Trophy seaplane mascots produced by AEL to commemorate the outright victory of the Schneider Trophy by the British in 1931. It was originally the most expensive at £2 and 10 shillings.

20†
A 'JOLLY POLICEMAN' MASCOT, BY ASPREY, BRITISH, 1921,

marked 'Asprey' to front of base, silver-plated bronze, in the form of a rotund British 'Bobby' with his hand held in a Stop sign, stamped with Registered Design No.689096, to rear, 13cm high, mounted on a turned wooden display base.

£900 - 1,200

€1,100 - 1,500

21†
A 'VENUS RIDING A SATYR' MASCOT, BELIEVED FRENCH, 1920S,

unsigned, nickel plated bronze, depicting the nude Venus with crop riding a Satyr and leaping over a frog, 17cm high, on a turned wooden display base.

£1,000 - 2,000

€1,200 - 2,500



23



24



25



22

22†

AN 'EROTIQUE' MASCOT, BY E SOUKANECH, FRENCH, 1920S,

signed to right side of base, bronze mascot depicting a standing female nude holding her hair and with one hand on her breast, (old repair to ankles), 13.5cm high, mounted on a Bakelite radiator cap.

£1,500 - 2,000
€1,800 - 2,500

23†

A 'TOAD OF TOAD HALL' MASCOT, BY A E LEJEUNE, BRITISH, CIRCA 1910,

stamped 'A E L' to rear of jacket, finely detailed nickelled bronze mascot depicting the children's character from Wind in the Willows by Kenneth Grahame, dressed in motoring attire, 9.5cm high, mounted on a Bakelite radiator cap above a turned wooden display base.

£2,000 - 2,500
€2,500 - 3,100

24

CECIL KIMBER'S 'MG TIGRESS' MASCOT BY CASIMIR BRAU, 1930,

signed by the artist, marked 'Made in France', chrome plated bronze, 22cm long, mounted on a stepped wooden base, together with a photocopy of the mascot on Kimbers desk.

£2,000 - 2,500
€2,500 - 3,100

This mascot, with its distinctive wooden base, can be seen sitting on Cecil Kimber's desk in a photograph showing him at work in his office depicted on page 35 of F Wilson McComb's book "The Story of the MG Sports Car".

25

A RARE SIAMESE TIGER MASCOT BY PRINCE BIRA, BRITISH, 1930S,

signed B Bira, limited edition number 3/12, chromed metal with black painted stripes and 'ruby' glass eyes, on marble display base, 16.5cm long, together with two motoring books about the racing exploits of B.Bira by Prince Chula, each published by Foulis, London, comprising 'Road Star Hat Trick' (3rd edition) and 'Wheels At Speed'.

(3)
£2,400 - 3,000
€2,900 - 3,700

26†

A RARE 'WOLF TURNED SHEPHERD' MASCOT, BY ANTOINE BOFILL, FRENCH, CIRCA 1910,

signed to rear of base and bearing 'MAM' foundry stamp, nickelled bronze mascot depicting a wolf dressed in feathered cap, sword and cane, based upon a fabled character created by author Jean de la Fontaine, 15cm high, mounted on a turned wooden base.

£3,000 - 4,000
€3,700 - 4,900

27†

A 'CHAT BOTTE' (PUSS IN BOOTS) MASCOT BY ANTOINE BOFILL, FRENCH, CIRCA 1910,

signed to base, in nickelled bronze, depicting the celebrated Comte de Perrault as a well dressed cat with hat, boots and cane, based upon the fabled character adapted by French author Charles Perrault, with 'MAM' foundry marking to rear of base, 15cm high, mounted on a turned wooden display base.

£4,000 - 5,000
€4,900 - 6,100



26



27



28



29

28†
A FINE 'WINGED EGYPTIAN' MASCOT, BY GEORGES CHARLES COUDRAY, FRENCH, 1910,
 signed 'G.Coudray' to right side of base and stamped '67' to rear, nickelled bronze, in the form of a kneeling female nude with her wings outstretched, 24cm wide, some wear to plating in places, mounted on a period radiator cap.
£4,000 - 5,000
€4,900 - 6,100

29†
A 'SNAKE GIRL' MASCOT BY ANDRE CARON, FRENCH, CIRCA 1910,
 signed to base, nickelled bronze mascot depicting a graceful female nude with a snake wrapped around her body and arms, 18cm high, mounted on a period radiator cap on a turned wooden display base.
£4,000 - 5,000
€4,900 - 6,100



30



31

30†

A FINE AND RARE STERLING SILVER ROLLS-ROYCE 'SILVER GHOST' SPIRIT OF ECSTASY MASCOT DESK PIECE, BY GPS, LONDON, 1998,

after the famed design by Charles Sykes, with Charles Sykes facsimile signature and 'Rolls-Royce Limited Feb 6th 1911' around the base, and hallmarked to rear of base, 18.5cm high, mounted to a black marble tapered plinth, measuring 36cm high overall.

£4,000 - 5,000

€4,900 - 6,100

According to information supplied by the vendor, this desk piece was gifted to a notable Knightsbridge resident by His Royal Highness Prince Jefri Bolkiah, younger brother of the Sultan of Brunei.

31†

A RARE 'MR JORROCK'S' CAR MASCOT, BY 'SNAFFLES' (CHARLES JOHNSON PAYNE), BRITISH, 1922,

signed 'Snaffles' and with Registered Design No 692157 to base, 'cire perdue' silver-plated bronze mascot, depicting the comical cartoon character 'Mr John Jorrocks' in huntsman's full dress sounding his bugle and mounted on his galloping horse, complete with riding crop and reigns, 12cm high, mounted on a turned wooden display base, offered together with an 1890 edition of 'Jorrocks's Jaunts and Jollities', published by Routledge & Sons, featuring illustrations and stories of Mr Jorrocks' humorous activities.

(2)

£5,000 - 6,000

€6,100 - 7,400

Mr John Jorrocks was a fictional comical character created by English novelist and sports writer Robert Smith Surtees (1805-1864) who serialised in pictorial form the exploits of 'Mr Jorrocks of St. Botolph Lane and Great Coram Street', a vulgar urban Cockney grocer with a taste for country life, sports and hunting, in his sporting editorial New Sporting Magazine between 1831 and 1834, which were later collated and published by George Routledge & Sons in the 1838 title 'Jorrocks's Jaunts and Jollities', a later 1890 illustrated edition of which is offered for sale with the lot.

Charles 'Snaffles' Johnson Payne (1884-1967) was an English artist, painting mainly military, racing and equestrian scenes, and was the sculptor of the 'Mr Jorrocks' mascot offered for sale here today.



32



33



34

**32†
A FINE 'FEMME LIBELLULE' MASCOT, BY VICTOR ROSSI,
FRENCH, 1921,**

signed 'V.Rossi' to left side of base, nickelled bronze, allegorical figure in the form of a draped female in flight with dragonfly wings and flowing hair, 25cm long, mounted to a period radiator cap above a turned wooden display base.

**£8,000 - 10,000
€9,800 - 12,000**

This mascot won the third prize in the L'Auto Concourse Bouchon de Radiateur in 1921 and was the inspiration for Rossi's later series of winged nude mascots.

**33†
AN ILLUMINATING RADIATOR MOUNT SUITABLE FOR
LALIQUE GLASS MASCOTS,**

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

**£500 - 700
€610 - 860**

**34†
AN ILLUMINATING RADIATOR MOUNT SUITABLE FOR
LALIQUE GLASS MASCOTS,**

nickel plated, marked '*Breves Galleries Knightsbridge SW3 Pat No. 309301*', with single-split ring surround, fitted with bulb and connectors and complete with socket, smaller version to suit various pre-War Lalique or similar mascots including Comete, Frog, small Dragonfly and Archer, approximately 54mm inside diameter, mounted on a turned wooden display base.

**£900 - 1,200
€1,100 - 1,500**



35



36



37



38

35
A 'COQ NAIN' GLASS MASCOT BY RENÉ LALIQUE, INTRODUCED 10 FEBRUARY 1928,

catalogue number 1135, clear glass moulded R.Lalique signature to base, France to other side, 20.2cm high, some chips and loss to base.

£1,100 - 1,300
€1,400 - 1,600

36†
AN 'ARCHER' GLASS MASCOT, BY RENÉ LALIQUE, FRENCH, INTRODUCED 3RD AUGUST 1926,

moulded 'R Lalique' and wheel-cut 'France' to lower edge, further engraved with catalogue number 'No.1126' under base, featuring deep impressed moulded depiction of a kneeling archer, 12cm high, some minor internal bubbles.

£2,500 - 3,000
€3,100 - 3,700

37†
A FINE AND RARE 'COTE D'AZURE' STATUETTE IN SATIN GLASS FOR PULLMAN EXPRESS, BY RENÉ LALIQUE, INTRODUCED 12TH OCTOBER 1929,

etched 'R Lalique' to left side of base, in the form of a forward leaning stylised female nude, her left hand caressing her hair and her right hand on her chest, with moulded inscription round the base 'WL Côte D'Azur Pullman Express PLM 9 - Decembre 1929', 17cm high.

£3,000 - 4,000
€3,700 - 4,900

This statuette, modelled after the famed 'Vitesse' glass car mascot also by Lalique, was created to commemorate the inaugural Paris Gare de Lyon to Ventimiglia journey of the Côte D'Azur Pullman Express, operated by the French rail companies, Compagnie Internationale des Wagons-Lits and Compagnie des Chemins de Fer de Paris à Lyon et à la Méditerranée, and was presented to passengers of the train.

38†
A FINE AND RARE DOUBLE-MANE 'LONGCHAMPS' GLASS MASCOT, BY RENÉ LALIQUE, INTRODUCED 12TH JUNE 1929,

unsigned, in clear and satin glass, in the form of a horse's head, 12cm high.

£4,000 - 5,000
€4,900 - 6,100

39†
AN ART DECO 'DRAPED NUDE' MASCOT IN OPALESCENT GLASS, BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,

in blue/white opalescent glass with amber core, moulded 'Etling France 50' to rear of stepped base, depicting a graceful draped female standing holding her dress out and her head held to one side, 20.5cm high, small internal bubble under left arm, old worn label under base, mounted within a stepped chromed base.

£4,000 - 5,000
€4,900 - 6,100

See Plate 87, Car Mascots, An Enthusiasts Guide, by Giuseppe Sirignano and David Sulzberger.



39



40



42



41

40[†]
A FINE 'COQ NAIN' MASCOT IN FUMÉE GLASS, BY RENE LALIQUE, FRENCH, 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.
£5,000 - 6,000
€6,100 - 7,400

41[†]
A FINE 'COQ HOUDAN' GLASS MASCOT, BY RENE LALIQUE, FRENCH, INTRODUCED 30TH APRIL 1929,
 wheel-cut 'R Lalique' and 'France' to either side of base, in clear and satin glass, in the form of a proud cockerel, 20cm high, mounted within a correct split-ring, nickelled display mount.
£5,000 - 6,000
€6,100 - 7,400

42
A RARE AND UNUSUAL 'CHRYISIS' MASCOT IN SATIN GLASS WITH ROSE HUE, BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH 1931,
 stencil etched 'R Lalique France' under base, depicting a backwards leaning female nude with her hair flowing behind her, with deep rose hue to base diminishing upwards, 18cm long.
£5,000 - 6,000
€6,100 - 7,400



43†
**A FINE AND RARE 'VITESSE' MASCOT
IN OPALESCENT GLASS, BY RENE
LALIQUE, FRENCH, INTRODUCED
17TH SEPTEMBER 1929,**
moulded 'R Lalique' with double-tailed 'Q'
to right side of base and moulded 'France'
to left side of base, in the form of a forward
leaning stylised female nude, her hands
caressing her hair, in blue/white opalescent
glass, 19cm high.
£40,000 - 50,000
€49,000 - 61,000



49



50

SIGNS & GARAGE EQUIPMENT

44 ◇
A 'LOTUS' ILLUMINATING SIGN,
 modern, single-sided, aluminium frame with Perspex panel, 69 x 69cm.
£500 - 600
€610 - 740

45 ◇
AN 'ASTON MARTIN SERVICE' ILLUMINATED SIGN,
 modern, double-sided, alloy frame with decorated Perspex panels, 30 x 81cm.
£500 - 600
€610 - 740

46 ◇
AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,
 modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.
£500 - 600
€610 - 740

47 ◇
AN 'ASTON MARTIN SALES & SERVICE' ILLUMINATING SIGN,
 modern, aluminium frame, with hand painted Perspex panel, 100cm wide.
£500 - 600
€610 - 740

48 ◇
A PAIR OF GOJAK MODEL 6200,
 painted purple, new/old stock, apparently unused.
 (2)
£500 - 700
€610 - 860

49 ◇

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

brown leather box-bag with interior base tray, containing various tools including eight BSA spanners, four other spanners, four different sized Abingdon King Dick adjustable spanners, four box spanners, a small hand-drill, two wooden handled 'perfect pattern' screwdrivers, three Dunlop tyre levers, a small hammer, a copper Thor hammer, three different types of pliers, two files, a small funnel, a soldering iron, an auger, a centre punch, a Kayes oil can, a Briame oil can, a noxwood folding rule, four different sized Tecalemit grease guns, a 'Safe & Sure' feeler gauge and a Dunlop tyre gauge, together with a Lake & Elliot bottle jack (missing handle), and a PCL Royal foot pump painted green.
 (Qty)

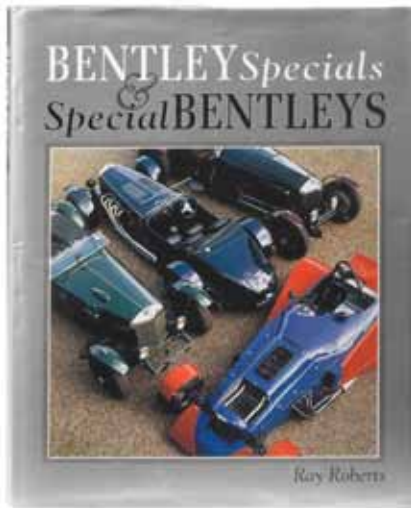
£600 - 800
€740 - 980

50 ◇◇

AN ENGLISH MADE BOWSER SKELETON HAND CRANKED PETROL PUMP,

restored with burnished pumping rack, working rack stop bar for delivering one pint, 1/2 gallon or one gallon measurements, together with gallon trip meter, polished bronze delivery nozzle & fittings, repainted in green, fitted with a 'Power Ethyl Speed, Power' & Mileage Combined' brand plate, 1/8d price plate with a Power Ethyl transfer on the cylinder, complete with hose and nozzle.

£1,400 - 1,800
€1,700 - 2,200



51



58

BOOKS & EPHEMERA

51•
RAY ROBERTS: BENTLEY SPECIALS & SPECIAL BENTLEYS;
 first edition, 440 numbered pages, hard back covers, 4to, a crisp copy of the popular reference title describing works cars from Cricklewood, Derby and Crewe, complete with dust-jacket.
£500 - 600
€610 - 740

52•
FOUR BOOKS PUBLISHED BY PALAWAN PRESS,
 comprising Trow, Nigel: 'The Illustrated Lancia', standard edition in slipcase; Klemantaski, Loius: 'Klemantaski Himself', standard edition with dust cover; Nye & Goddard: 'Dick and George', standard edition; and Pritchard & Griffiths: '1946 and all that', linen bound with cardboard slip case, un-numbered copy of a marked limited 1000 run, each 4to.
 (4)
£500 - 700
€610 - 860

53•
DOUG NYE & GEOFFREY GODDARD: 'FERRARI IN CAMERA';
 by Palawan Press, linen bound, limited edition number 977/1000, with matching slip case, 4to.
£500 - 700
€610 - 860

54
TWELVE ASSORTED BUGATTI LETTERS AND INVOICES FROM THE 1930'S,
 including one from Garage De La Poste, Pau invoice dated 1931 to Monsieur Lescoutra; an invoice from the Bugatti Molsheim address, dated 1934, to Monsieur J. Delanoue; and others.
 (Qty)
£500 - 700
€610 - 860

55 ♦♦
A GOOD COLLECTION OF MOTOR RACING BOOKS,
 including W. Boddy: Brooklands Vol. I, II & III, by Grenville and The 200 Mile Race also by Boddy; Caracciola: Caracciola Mercedes Grand Prix Ace, translated by Charles Meisl, 1955, published by Foulis; Prince Chula Chakrabongse: Wheels at Speed, 1946 (3rd edition) together with Road Racing 1936, 1946 (2nd edition), Road Star Hat Trick, 1948 (4th edition), Blue and Yellow, 1947 ~91st edition) and Dick Seaman, Racing Motorist all also by Prince Chula and a selection of other motor racing literature.
 (Qty)
£550 - 650
€680 - 800

56•
STEPHEN ARCHER & SIMON HARRIES: 'ASTON MARTIN ZAGATO',
 special edition number 0072/175, printed 1998, featuring the photographs of Richard Newton, 4to.
£600 - 800
€740 - 980

57 ♦♦
ASSORTED MOTOR RACING BOOKS,
 comprising Sir Stirling Moss OBE with Alan Henry: Stirling Moss – All my Races, 2009 (x5); Enzo Ferrari: The Enzo Ferrari Memoirs, 1963; Guy Jellinek-Mercedes: My Father Mr Mercedes, 1966; Steve Small: Grand Prix Who's Who 3rd Edition, 2000; Walkerley: Grands Prix 1934 – 1939, 1950; and others including motoring and motor racing periodicals, VHS cassettes and non motor racing literature.
 (Qty)
£600 - 800
€740 - 980



59

58°
CHRISTIAN HUEBER & DAVID A SULZBERGER: BENTLEY CONTINENTAL SPORTS SALOON; A LIMITED 'OWNERS' EDITION' PRESENTATION CASED SET, PUBLISHED BY PALAWAN PRESS, 2003,

containing a limited 'Owners' Edition' of 208 copies published, in buckram wrap-around covers with pop-stud and gilt tooling, large 4to, numbered to title page with 'BC65D' the chassis number, 400 numbered pages, well illustrated reference title relating to the R-Type Continental, together with a Bentley Register for the Continental Sports Saloon, in black card covers, with build and ownership details of the cars and a folio of reproduced drawings and blueprints of coachwork styles by various coachbuilders including H J Mulliner and Pinin Farina, and two Palawan Press order forms for the various editions of the title, all contained in a black buckram solander library case applied with 'Bentley Motors Ltd' title plaque engraved with matching chassis number 'BC65D', the case 50cm wide overall, also including the scarce earlier 2002 edition of Bentley Continental Sports Saloon by the same authors, in green card covers, 8vo, published by the Continental Register and given to all participants in the August 2002 50th anniversary celebration held at Silverstone.

£1,000 - 1,500
€1,200 - 1,800

Of the 358 copies of this book published, 150 were produced as Standard Editions, with the remaining 208 published as Owners' Editions which were issued for owners of the R-Type Continental, with 'owners' manual' style covers and each numbered with the corresponding chassis number, this being one such example. BC65D, was one of 3 R-Type Continentals belonging to the Hon. Alan Clark M.P. Bought as a 'write-off' in 1965, Clark had the car rebuilt by Bradley Brothers as the only 'Special' on an R-Type Continental chassis.

Provenance: from the library of the late Christian Hueber.

Further detailed information from the co-author David Sulzberger relating to the title is offered to view with the lot.



60

59°
A SET OF FOUR BENTLEY LE MANS 'SUCCESSES' BOOKLETS 1927-1930,

comprising 'Le Mans 1927', cream card covers, onion skin jacket, 23 numbered pages, large 8vo, 'Again 1928', blue card covers, onion skin jacket, 27 numbered pages, small 4to, 'The Hat Trick' embossed brown card covers, 36 numbered pages, large 8vo and 'Plus Four', cream card covers with printed vellum outer, 40 numbered pages, large 8vo, together with two original postal envelopes.

(6)
£1,200 - 1,600
€1,500 - 2,000

60°
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 tinsplate clockwork toy, large 4to, with leather library case, also containing reprinted CIJ catalogue, P2 book with English translation and a printed certificate.

£2,000 - 2,600
€2,500 - 3,200



67

PETER GARNIER, FRSA

The late Peter Garnier – born September 3, 1918 – was a hugely respected and popular motoring writer, and a multi-talented man all round. He was educated at Charterhouse and London University, and saw wartime service as an officer eventually with command in torpedo and motor gunboats - MTBs and MGBs - within Royal Navy Coastal Forces. On August 1, 1950, he joined Iliffe & Sons, the London-based periodical publishing house, going straight onto the staff of their leading weekly magazine 'The Autocar'.

In December, 1955, Peter became The Autocar Sports Editor, following the Grand Prix and sports car racing fraternity of the period all around the great circuits of Britain and Continental Europe. During this period he became a close personal friend of many of the world's greatest racing drivers and constructors, and through a critical period of world-class motor sport's evolution from 1960-67 he served as Secretary of the Grand Prix Drivers' Association – helping negotiate on organisational and safety matters with the competition authorities, circuit owners and race promoters of the period.

He was made Deputy Editor of what had become just 'Autocar' – losing the definite article from its title, a modern artifice of which he did not particularly approve - in October, 1967 – and then the magazine's Editor in July 1968.

He subsequently became Managing Editor of Special Publications, IPC Transport Press 1975-81, and was the author of five well-received books: '16 on the Grid' (the story of a Monaco Grand Prix), 'The Art of Gordon Crosby', 'Goodwood', 'The Motor Cycling Club' and 'Donald Healey'.

He served as Chairman of the Guild of Motoring Writers 1971 and 1972, and was made a Freeman of the City of London from 1969. He was also Chairman of the Livery Committee, the Worshipful Company of Coachmakers & Coach Harness Makers, 1975-76, and was Secretary of The Coastal Forces Veteran's Association (CFVA) which

was founded in 1974 and open to all service personnel who served in the Royal Navy Light Coastal Forces between 1939 and 1957. A lifelong sailor, Peter Garnier lived beside the sea at Newlyn, just outside Penzance, Cornwall, and from 1988 he served as Chairman of Penlee Station, Royal National Lifeboat Institution.

Tall, huskily built, a handsome, extremely engaging, pleasant and popular gentleman, Peter Garnier was highly regarded in every one of the many walks of life which he so enthusiastically embraced throughout his life.

LOTS 61-70 ARE PROPERTY FROM THE ESTATE OF THE LATE PETER GARNIER

61• ASSORTED MOTORING BOOKS, including Gerald Rose: A Record of Motor Racing 1894-1908; Taso Mathieson: Grand Prix racing 1906-1914; Anthony S. Heal: Sunbeam Racing Cars 1910-1930; Benno Muller: Racedrivers; and many other titles. (Qty) **£500 - 700**
€610 - 860

62• ROGER LABRIC: LES 24 HEURES DU MANS; AND OTHER MOTORING TITLES, including Peter Helk: Great Auto Races, Three Mercedes-Benz books with artwork by Hans Liska in library case; William Court: Power and Glory 1906-1951; Chris Nixon: Racing the Silver Arrows and other titles. (Qty) **£500 - 700**
€610 - 860

63• THE AUTOCAR, VOLUME I, NOVEMBER 1895 TO DECEMBER 1896, bound in two Volumes, lacking covers and adverts, together with Volume II part two July to December 1897, and a run of bound issues from Volume 97 January 1952 to Volume 1376 December 1972, some bound with Indices, together with assorted issues of Automobile Quarterly including Volume 1 Number 1, other loose magazines, three Volumes of Classic Car and 'Encyclopaedia dell' Automobile' (Italian Text) in seven Volumes. (Qty) **£500 - 700**
€610 - 860



68



66

64• PETER GARNIER'S LEICA IIIA CAMERA, 1938, number 297167, with Leitz Elmar 5cm 1:3.5 lens, 1957 Leitz Elmar 9cm 1:4 lens number 1464652, Leitz Elmar 9cm view finder attachment, leather Leica camera case and other equipment in a camera case, together with a number of monochrome photographs of racing, rallying, trials and domestic motoring interest and other subjects, and a print after Peter Helck, with signed dedication from the Artist to Peter Garnier, 25 x 35cm, framed and glazed. (Qty) **£500 - 700**
€610 - 860

65 THREE MOTORING PAINTINGS FROM THE COLLECTION OF THE LATE PETER GARNIER, comprising; Brian Hatton: '1915 V12 Twin Six Packard', ghosted cut-away, signed, pen and ink with watercolour wash, 31 x 52cm, mounted, framed and glazed, published in The Motor April 1984; L G Russell: 'Lancia Coachwork' artist's impression, signed, watercolour and gouache, 30 x 40cm, framed and glazed and Gordon Horner: 'Lend me your Ears', unsigned watercolour wash on paper depicting a Bugatti Type 35 at speed, 38 x 55cm, rolled, with Autocar stamp to rear, Issue 17/12/54 page 957. (3) **£500 - 700**
€610 - 860

66

FREDERICK GORDON CROSBY (1885-1943); 'SHELSLEY WALSH, JUNE 1938', initialled FGC, pen and ink with whitened corrections, depicting A.F.P. Fane (Frazer-Nash) 38.92 and 38.82 sec, 20 x 25cm, mounted, framed and glazed.

£600 - 800
€740 - 980

67

FREDERICK GORDON CROSBY (1885-1943), 'THE SUBMARINE HUNTERS', signed, charcoal with monochrome wash and gouache on paper, depicting a trio of Fairmile B Class Motor Launches protecting the convoy by deploying depth charges, 28 x 75cm, some foxing, framed and glazed.

£1,000 - 1,500
€1,200 - 1,800

68

FREDERICK GORDON CROSBY (1885-1943); 'DUSK', signed, watercolour and charcoal on blue paper, depicting a car at speed on the Mulsanne Straight as night falls in a 24 hour race, 33 x 26cm, mounted, framed and glazed.

£1,100 - 1,400
€1,400 - 1,700

69

FREDERICK GORDON CROSBY (1885-1943); 'THE SEA SHALL NOT HAVE THEM', signed, charcoal with monochrome wash and gouache on paper, depicting the RAF Air Sea Rescue Service rushing past the deck of a Royal Naval vessel, with spotter aircraft overhead a 63ft British Power Boat Company High Speed Launch type 2, number 143, forges ahead through a choppy sea, 46.5 x 75cm, some foxing, framed and glazed.

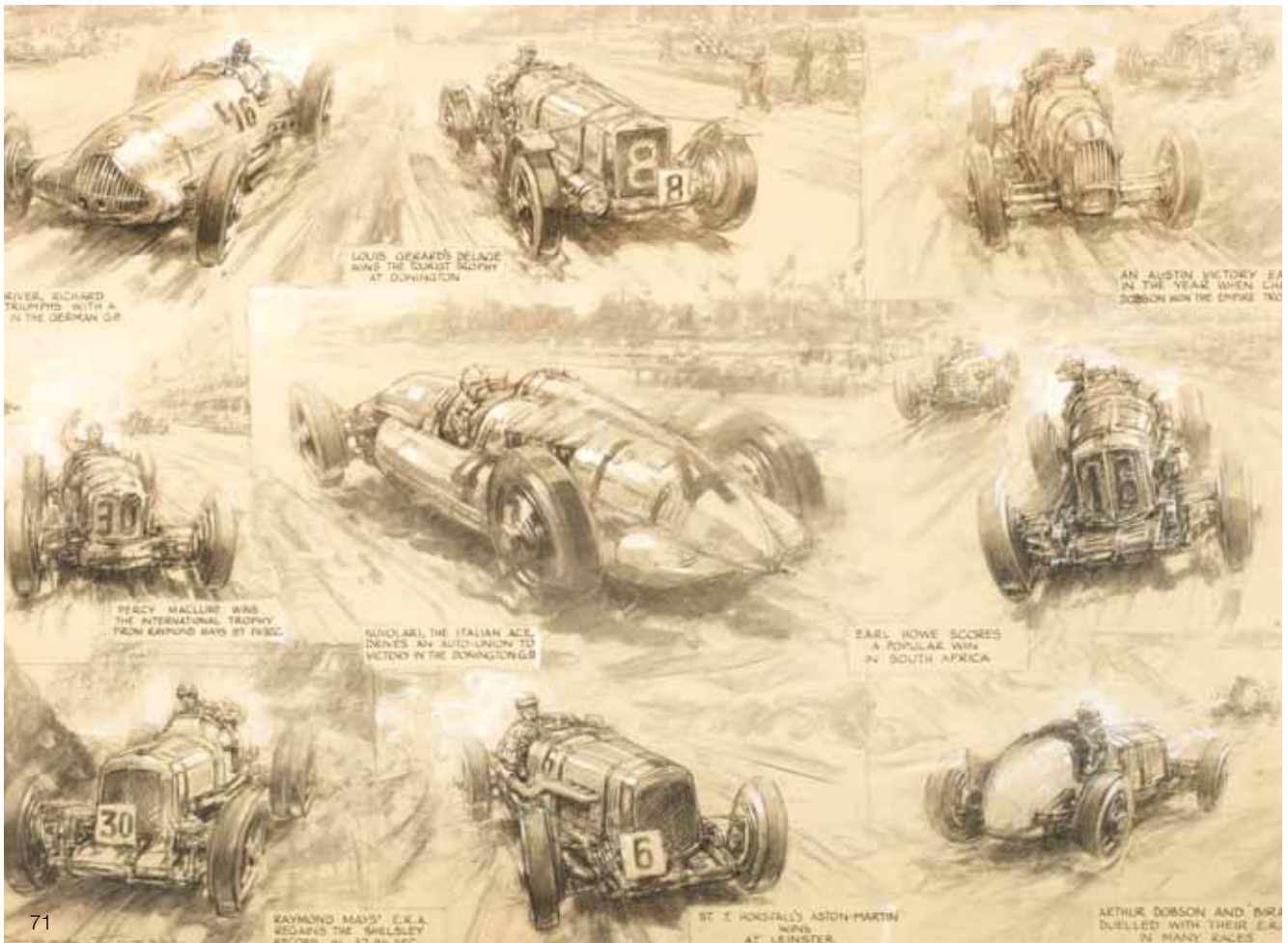
£1,800 - 2,400
€2,200 - 2,900

70

FREDERICK GORDON CROSBY (1885-1943); '1921 THE FIRST ITALIAN GRAND PRIX, CIRCUITO DE BRESCIA', signed 'Gordon Crosby' watercolour on paper, depicting the first Italian Grand Prix on the 4 September at the Circuito de Brescia, as the 3 Litre Ballot driven to victory by Jules Goux overtakes Louis Wagner's Fiat 802, 33 x 32cm, mounted framed and glazed.

£4,000 - 6,000
€4,900 - 7,400





PHOTOGRAPHS & ART (Other Properties)

71*
FREDERICK GORDON CROSBY (1885-1943): 'THE BEST OF 1938',
 signed and dated '38, mixed media, monochrome montage on artist's board, the overall image depicts nine separate motor racing scenes, each with hand-written title panel:
 British driver Richard Seaman, triumphs with a Mercedes in the German G.P.
 Louis Gerard's Delage wins the Tourist Trophy at Donington.
 An Austin victory early in the year when Charles Dobson won the Empire Trophy (with pencil correction to Dodson).
 Percy Maclure wins the International Trophy from Raymond Mays by 1 1/5 sec.
 Nuvolari, the Italian Ace, drives an Auto-Union to victory in the Donington G.P.
 Earl Howe scores a popular win in South Africa.
 Raymond Mays' E.R.A. regains the Shelsley record in 37.86 sec.
 St. J. Horsfall's Aston-Martin wins at Leinster.
 and
 Arthur Dobson and "Bira" duelled with their E.R.A.s in many races, the lower left hand image with line scored around edges, 54.5 x 78cm, framed and glazed.
£7,000 - 9,000
€8,600 - 11,000

72
AN INTERESTING COLLECTION OF 'SILVER ARROWS' MOTOR RACING PHOTOGRAPHS,
 some Auto Union press and publicity department, depicting Bernd Rosemayer, Rudolf Hasse, Hans Stuck, H.P. Müller and Achille Varzi covering the years 1936 to 1939, black and white, some signed, many with official Auto Union stamps and markings to rear, the majority 5 x 7 inches.
 (Qty)
£500 - 700
€610 - 860

73
FIVE SIGNED PHOTOGRAPHS OF RACING CARS/DRIVERS,
 each monochrome 10 x 12 signed in pencil, comprising Brooks and Collins in the Mercedes at Oulton Park at the VSCC Seaman Trophy Meeting June 1958, Harry Schell in his A6GCM Maserati (250 Engine) at Aintree, J.M.Fangio in the Lancia B25 0002 at Dundrod, Jack Fairman in Connaught Streamliner B1 at Aintree and Roy Salvadori in the Gilby Engineering 250F Maserati at Aintree, each framed and four glazed.
 (5)
£500 - 700
€610 - 860



72

**74
A GOOD QUANTITY OF MOTOR RACING PROGRAMMES FROM THE 1950'S, 1960'S & 1970'S,**

comprising Silverstone, Thruxton, Crystal Palace, Goodwood, Brands Hatch and other European circuits including a small collection of period armbands, a BRM Owen organisation cufflink and tie clip set, a selection of period motor racing photographs from the 1950's & '60's, some autographed, including John Surtees, Peter Gethin, Brian Redman and a 1966 Monza Grand Prix Formula 1 entry from for Trevor Taylor with Shannon Racing Cars.

(Qty)
£500 - 700
€610 - 860

**75
A SIGNED PHOTOGRAPH BY LOUIS KLEMENTASKI OF THE DELAHAYE AT LE MANS 1939,**

monochrome race image of the Delahaye 135CS as driven by Rob Walker and Ian Connell, signed with dedications by both drivers and Klementaski, 28 x 38cm, mounted, framed and glazed.

£500 - 600
€610 - 740

**76
AN ORIGINAL 50TH TARGA FLORIO 1966 POSTER,**

with artwork after Gordon Crosby depicting the Bugatti pursued by the Alfa Romeo, 99 x 69cm, framed and glazed, together with other related ephemera.

(Qty)
£600 - 800
€740 - 980

**77
A COLLECTION OF MOTORING POSTERS,**

including three original Le Mans posters, comprising June 1970 mounted to linen, June 1975 and June 1974; a 1970 BOAC 1000 km Brand Hatch World Championship Sports Car Race; a International Race of Champions '73/'74 Riverside/Daytona; an ADAC '76 Hockenheim together with a Japanese 'McQueen Le Mans' magazine, with loose centrefold and single sheet flyer.

(Qty)
£600 - 800
€740 - 980

**78
AN ORIGINAL 1954 MERCEDES-BENZ VICTORY POSTER, AFTER HANS LISKA,**

marked 'Mercedes-Benz also wins the fast race for the Grand Prix of Italy 1954 after a hard contest in the face of keenest competition' 1. Juan Manuel Fangio 4. Hans Herrmann, 83 x 58cm, framed and glazed, together with a Hans Liska Mercedes-Benz book, published 1955 by Daimler-Benz AG, orange cloth-bound hardbacked covers, ribbon ties, 4to.

(2)
£700 - 900
€860 - 1,100



75



76



78



79



80



81



82



83

79
AN ORIGINAL 1954 MERCEDES-BENZ VICTORY POSTER, AFTER HANS LISKA, marked 'Triple Victory!' Mercedes-Benz wins also the Grand Prix of Berlin the fastest race course of the world' 1. Karl Kling 2. Juan Manuel Fangio 3. Hans Herrmann, 81 x 58cm, framed and glazed, together with a Hans Liska Mercedes-Benz book, published 1951 by Daimler-Benz AG, German text, grey cloth-bound hardbacked covers, ribbon ties, 4to. (2)
£700 - 900
€860 - 1,100

80
A RARE 50TH TARGA FLORIO ORIGINAL POSTER, printed in red and blue, advertising results, 99 x 69cm, framed and glazed.
£800 - 1,200
€980 - 1,500

81
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, 48 x 75cm, mounted with hand written lists of the entrants, including 'The Earl of March', for this epic race held at the famous Surrey speed bowl, 75 x 50cm, framed and glazed.
£900 - 1,200
€1,100 - 1,500

82†
'TWENTY YEARS OF THE FERRARI F355' LIMITED EDITION PRINT AFTER DEXTER BROWN, artist's proof 1/3 signed by the artist, 49 x 63cm, mounted, framed and glazed.
£500 - 700
€610 - 860

83^{AR}
ROY NOCKOLDS (BRITISH, 1911-1979), 'NAPIER-CAMPBELL BLUEBIRD 1927', signed 'Roy A Nockolds', watercolour and gouache on artists' paper, depicting the Napier Lion engined record car at speed driven by Sir Malcolm Campbell at Pendine Sands, February 1927, averaging 174.883 mph over two runs, 37 x 31cm, framed and glazed.
£500 - 600
€610 - 740

84^{AR}
FRANCESCO SCIANNA, 'MASERATI 250F', signed, mixed media on artist's board, depicting the car racing at speed, 61 x 82cm.
£500 - 700
€610 - 860

85 ♦♦
TONY UPSON, '1954 FERRARI 375 PLUS', signed, acrylic on board, a study of the car, in black painted wooden frame, 120 x 200cm.
£500 - 600
€610 - 740

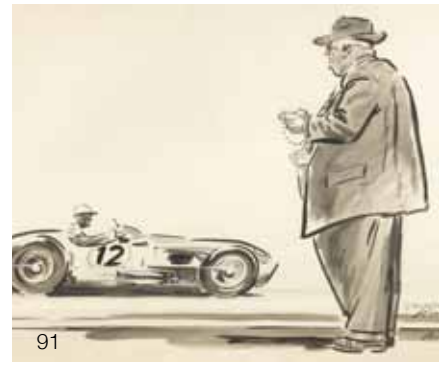
86
JOHN OXFORD (BRITISH), '1930 RAC TOURIST TROPHY', AN ORIGINAL ARTWORK FOR THE AUTOCAR, signed and dated 1930, charcoal and gouache on artists' board, monochrome image depicting Giuseppe Campari leading Tazio Nuvolari in the Alfa Romeo 6C 1750 GS's at the Ards circuit, 37 x 52cm, framed and glazed, with The Autocar collection label.
£500 - 600
€610 - 740



86



89



91



92



93



94

87 ♦♦

TONY UPSON, 'FERRARI F40',

signed, acrylic on board, a study of the car, in black-painted wooden frame, 120 x 200cm.

£500 - 600

€610 - 740

88 ♦

TONY UPSON, 'MERCEDES-BENZ W154',

signed, acrylic reverse painted on Perspex, a study of the 1934 Grand Prix car, in black-painted wooden frame, 96 x 186cm.

£500 - 600

€610 - 740

89^{AR}

DION PEARS (BRITISH, 1929-1985), 'BENTLEY "OLD NUMBER ONE" AT LE MANS 1930',

signed, oil on canvas, night-time race scene depicting Woolf Barnato in his winning Speed Six, 71 x 92cm.

£500 - 600

€610 - 740

90 ♦

TONY UPSON, 'TYPE 54 BUGATTI',

signed, acrylic reverse painted on Perspex, a view of the Grand Prix car at speed, 96 x 186cm.

£500 - 600

€610 - 740

91^{AR}

GORDON HORNER (BRITISH, 1915-2006), 'ALFRED NEUBAUER AND MERCEDES W196 AT AINTREE 1955', AN ARTWORK FOR THE AUTOCAR,

signed and dated '55', ink and wash on paper, depicting the Mercedes Team Manager standing trackside with stopwatch timing Stirling Moss as he speeds past in the Grand Prix Mercedes W196, 42 x 72cm, double-mounted for framing, the reverse of the artwork bearing a preparatory pencil sketch by Horner of Neubauer mopping his brow.

£600 - 800

€740 - 980

This artwork was reproduced in the 22nd July issue of the Autocar, 1955.

92^{AR}

ROY NOCKOLDS (BRITISH, 1911-1979), 'START OF A FRENCH GRAND PRIX AT RHEIMS', CIRCA 1950,

unsigned, mixed media, watercolour and pastel, track scene depicting the start of an early 1950s race at the circuit and featuring Alfa Romeo 158s leading the field, 26 x 47cm, double-mounted, framed and glazed.

£600 - 800

€740 - 980

This image was featured as a centre colour spread in the sale catalogue of an auction of the Roy Nockolds studio contents in November 1989.

93^{AR}

ROY NOCKOLDS (1911-1980), 'PETER COLLINS-FERRARI-FOLLOWED BY HARRY SCHELL-VANWALL FRENCH GRAND PRIX RHEIMS 1956',

signed, oil on board, 23 x 42cm, framed.

£600 - 800

€740 - 980

The race was won by Collins in his Ferrari D-50 in a time of 2:34:23.4, the Vanwall that was driven by both Harry Shell and Mike Hawthorn finished in 10th place, five laps behind the leader.

94

NICHOLAS WATTS (BRITISH, 1947-), 'FANGIO AND MASERATI AT MONACO 1957'

signed, gouache on artists' board, race scene depicting Fangio in the Maserati 250F speeding through the tunnel with Tony Brooks in the Vanwall in hot pursuit, 81 x 73cm, double-mounted, framed and glazed.

£600 - 800

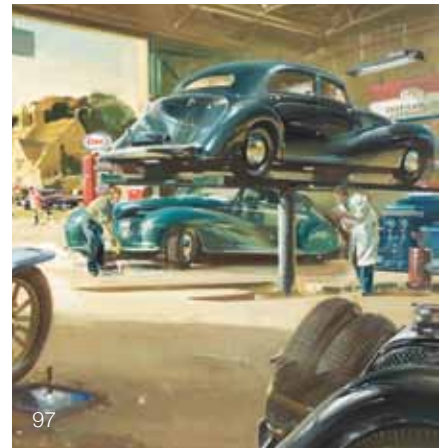
€740 - 980



95



96



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98



99

95^{AR}
MICHAEL TURNER (BRITISH, 1935-), '1978 BRITISH GRAND PRIX',
 signed, and dated '78', watercolour and gouache, depicting Niki Lauda in the Brabham-Alfa Romeo and Carlos Reutemann in the Ferrari leading Bruno Giacomelli's McLaren-Ford at Brands Hatch 1978, 33 x 51cm, mounted, framed and glazed.
£650 - 750
€800 - 920

96^{AR}
ROMANSKI: "4:00 RUSH",
 signed, oil on canvas, also titled, dated 98 and signed on the backboard, depicting the 1954 Le Mans Ferrai 375 cars at the start of the race, 75 x 56cm.
£750 - 950
€920 - 1,200

97^{AR}
FRANK WOOTTON (BRITISH, 1914-1998), 'ESSO GARAGE',
 signed, watercolour and gouache on artists' board, depicting a post-War Esso garage workshop scene, 52 x 49cm.
£800 - 1,200
€980 - 1,500

According to information supplied by the vendor, this artwork is believed to have been commissioned circa 1950 to illustrate an Esso calendar, and was acquired by the vendor's father, a senior manager in the firm, in the 1960s, and was displayed in the boardroom at the Esso Petroleum Company Ltd head office at Queen Anne's Gate in London. Esso worked in partnership with Tecalemit, a workshop equipment manufacturer, whose equipment is depicted in the painting.

98^{AR}
MICHAEL TURNER (BRITISH, 1934-), 'BENTLEY "OLD NO.7" AT LE MANS 1927',
 signed, watercolour and gouache on artists' paper, depicting Sammy Davis and Dudley Benjafield's winning 3-Litre Bentley refuelling in the pits, 42 x 67cm, double-mounted, framed and glazed.
£800 - 1,200
€980 - 1,500

99^{AR}
CHARLES SYKES (BRITISH 1875-1950), 'PORTRAIT OF A LADY',
 signed to lower left, charcoal and pastel on artists' board, a full length portrait of an elegantly dressed lady in her dressing room, 72 x 53cm, glazed within a wooden frame.
£1,200 - 1,600
€1,500 - 2,000

Charles Sykes (1875-1950) is best known as the designer of the Rolls-Royce 'Spirit of Ecstasy' mascot.

100^{AR}
ALAN KINSEY, 'FANGIO AND MOSS, MONACO 1957',
 signed and dated 99, depicting Fangio in the Maserati 250 and Moss in the Vanwall, battling wheel to wheel, oil on canvas, 79 x 98cm, framed.
£1,400 - 1,800
€1,700 - 2,200



101^{AR}
GORDON HORNER (BRITISH, 1915-2006), '1947 ULSTER TROPHY RACE - BALLYCLARE', AN ARTWORK FOR THE AUTOCAR,
 signed and dated 1947, pen and ink with wash heightened with white on artists' paper, a dramatic scene depicting the start of the race with the eventual winner Bob Gerard and Prince Bira both in ERA B-Types leading away from John Bolster also in a B-Type and Reg Parnell in the ERA E-Type, 45 x 58cm, double-mounted with title for framing.
£1,500 - 1,800
€1,800 - 2,200

This illustration was reproduced in the 15th August issue of The Autocar, 1947.

102^{AR}
ROY NOCKOLDS (1911-1980): 'ON THE MEMBERS BANKING',
 oil on board, depicting Sir Henry 'Tim' Birkin in the single seat Bentley leading a Delage under the Members Bridge at Brooklands, 46 x 61cm, framed.
£1,600 - 2,000
€2,000 - 2,500

103^{AR}
TERENCE CUNEO (1907-1996), '1960 MONTE CARLO RALLY',
 signed and dated March 1960, oil on canvas depicting the Sunbeam Rapier driven by Peter Harper and Raymond Baxter on their way to a class win, 63 x 75cm, framed.
£5,000 - 6,000
€6,100 - 7,400

Car number 325, the Sunbeam Rapier registered YWK 5, was the highest British finisher in the 1960 Monte Carlo Rally, finishing 4th overall and 1st in the 1300-2000cc Series Production Touring Class.

104 ◊
A HAND-PAINTED MISS DRIP STANDING FORECOURT FIGURE,
 modern, fibreglass construction, depicting the Esso character, 120cm high.
£500 - 600
€610 - 740

105 ◊
'ASTON MARTIN' AND 'DB6' GARAGE DISPLAY EMBLEMS,
 modern, each cold-cast resin and aluminium composite, comprising Aston Martin winged badge, 150cm wide, and DB6 badge, 100cm high.
 (2)
£500 - 600
€610 - 740

106
A HAND-PAINTED 'ROYAL ENDORSEMENT' COAT OF ARMS,
 modern, fibreglass, in the form of the Royal Appointment crest, 70 x 70cm.
£500 - 550
€610 - 680

107 ◊
'ASTON MARTIN' AND 'DB5' GARAGE DISPLAY EMBLEMS,
 modern, each cold-cast resin and metal composite, comprising bronze Aston Martin winged badge, 150cm wide, and aluminium DB5 badge, 100cm high.
 (2)
£500 - 600
€610 - 740

114



116



115

108 ◇
A HAND-PAINTED 'JAGUAR 1953 LE MANS' COMMEMORATIVE ROUNDEL,
 modern, wooden painted circular panel with fibre-glass laurel leaf surround, celebrating racing success for the Jaguar C-Type, 100cm diameter.
£500 - 600
€610 - 740

109 ◇
TWO 'FERRARI' GARAGE DISPLAY EMBLEMS,
 modern, each cold-cast resin and aluminium composite, comprising 'Prancing Horse' logo, 150cm high, and 'Ferrari' script, 150cm wide.
 (2)
£500 - 600
€610 - 740

110 ◇
'CARROZZERIA TOURING MILANO' AND 'SUPERLEGGERA' GARAGE DISPLAY EMBLEMS,
 modern, each cold-cast resin and aluminium composite, comprising Touring Milano badge, and Superleggera script, each 150cm wide.
 (2)
£500 - 600
€610 - 740

111 ◇
'ZAGATO MILANO' AND 'DB4' GARAGE DISPLAY EMBLEMS,
 modern, each cold-cast resin and aluminium composite, comprising Zagato badge in the form of a 'Z', 70 x 100cm, and DB4 badge, 100cm high.
 (2)
£500 - 600
€610 - 740

112 ◇
A HAND-PAINTED MR DRIP STANDING FORECOURT FIGURE,
 modern, fibreglass construction, depicting the Esso character, 120cm high.
£500 - 600
€610 - 740

113 ◇
A HAND-PAINTED MR BIBENDUM STANDING FORECOURT FIGURE,
 modern, fibreglass construction, depicting the character standing on a wheel, holding a tyre lever and with painted red sash, 120cm high.
£600 - 800
€740 - 980

LUGGAGE & PICNIC SETS

114 ◇
A BROWN LEATHER LOUIS VUITTON SUITCASE, CIRCA 1920,
 with leather handle, LV branded brass lock and catches, applied with various travel labels, opening to beige cloth-lined interior with straps and original buckles, the inside of the lid with number 734029 and Louis Vuitton label, some staining and cracking to leather consistent with age in places, the case 66cm wide.
£1,200 - 1,400
€1,500 - 1,700

115 ◇
A LOUIS VUITTON MOTORING TRUNK, CIRCA 1910,
 black leathercloth case with LV brass lock, catches with fully branded handles, and rivets, black painted wooden battens to base and lid, metal handles to each end, opening to beige cloth-lined interior with correct straps with branded buckles, the inside of lid with label and also numbered 207391, the case applied with travel labels, 88cm wide overall.
£1,600 - 1,800
€2,000 - 2,200



117



119



120

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116 ◊
A LARGE NORTH WEST TANNERY CO. LEATHER SUITCASE, CIRCA 1900,

brown leather case with leather handle, nickelled locks and catches, applied with various travel labels, opening to beige cloth-lined interior with lift-out cloth-lined wooden tray with leather handles and straps, the inside of lid with documents pouch with leather trim, the case 80cm wide, offered together with a pith helmet.

(2)
£500 - 800
€610 - 980

117†
AN EDWARDIAN LEATHER-CASED SET OF ROAD MAPS FOR ENGLAND & WALES,

brown leather case, with leather handle to lid and leather straps with brass buckles, opening to reveal compartmentalised interior fitted with full set of 37 linen-backed folded road maps and maroon leather-bound contour map book for England, by Gall & Inglis, with measuring wheel housed behind leather strap in the lid, the case 41cm wide.

£1,000 - 1,500
€1,200 - 1,800

118†
AN EDWARDIAN LEATHER-CASED SET OF ROAD MAPS FOR ENGLAND & WALES, BY SIFTON PRAED & CO., CIRCA 1905,

brown leather case with handle to lid, brass lock and catch, opening to interior fitted with 10 linen-backed folded road maps with maroon canvas hard covers and including index booklet, with measuring wheel housed behind leather strap in the lid, the case 25cm high.

£500 - 700
€610 - 860

119†
AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES,

brown pigskin case by Edward Standford, with brass locks and catches and leather handle to lid monogrammed 'H.J.K.', opening to reveal compartmentalised interior fitted with full set of 37 linen-backed folded road maps and maroon leather-bound contour map book for England, by Gall & Inglis, with measuring wheel housed behind leather strap in the lid, the case 41cm wide, complete with two keys.

£1,000 - 1,500
€1,200 - 1,800

It is believed that this map case is formerly the property of Howard John Kennard R.N. (1882-1967), a Royal Naval Captain, who joined the Navy in 1896, serving from 1914-1919.

120 ◊
A LOUIS VUITTON STEAMER BAG, POST-WAR,

LV monogram soft-sided bag, with tan leather base and upper trim with handle, straps and brass loops, with brown canvas interior, approximately 55cm wide.

£1,000 - 1,200
€1,200 - 1,500

121 ◊
A LOUIS VUITTON HAT BOX, PRE-WAR,

square LV monogram case with leather handle, reinforced corners and branded leather trim to base, branded brass lock and catches, opening to beige cloth-lined interior with correct straps to base and lid, the inside of lid bearing label numbered 777231, the case applied with travel labels and measuring 40 x 40 x 30cm.

£1,200 - 1,400
€1,500 - 1,700



128



126



118



127



129

122
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 labels for Louis Vuitton and Crouch & Fitzgerald, the case 46cm wide overall.

£1,200 - 1,400
€1,500 - 1,700

123 ◊
A SMALL LOUIS VUITTON SUITCASE,
CIRCA 1930,

LV monogram case with leather handle and edging, brass lock, catches and corners, opening to beige cloth-lined interior, the inside of lid bearing label numbered 818877, the case 50cm wide.

£1,400 - 1,600
€1,700 - 2,000

124 ◊
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
€1,500 - 1,700

125 ◊
A LARGE LOUIS VUITTON SUITCASE,
CIRCA 1930,

LV monogram case with dark brown leather handle, brass lock, catches and corners, leather reinforced edging, applied with various travel labels, opening to beige cloth-lined interior (lacking tray), the lid with label numbered 812036, the case 76cm wide.

£1,400 - 1,600
€1,700 - 2,000

126 †
AN EDWARDIAN LEATHER-CASED SET
OF BARTHOLOMEW'S ROAD MAPS
FOR ENGLAND & WALES, BY EDWARD
STANFORD LTD, CIRCA 1908,

pigskin case with handle, nickelled locks and catches, opening to interior fitted with 36 folded linen-backed maps with card covers (sheet 32 missing), the case 35cm wide, complete with two keys.

£500 - 600
€610 - 740

127 †
AN EDWARDIAN LEATHER-CASED SET
OF BARTHOLOMEW'S ROAD MAPS FOR
SCOTLAND, CIRCA 1905,

honey leather case, the lid with leather handle and embossed 'J.B.Dugdale', leather straps and buckles, opening to interior fitted with 29 folded linen-backed road maps and a green leather bound contour road book of Scotland published by Gall & Inglis, the measuring wheel housed behind leather strap in the lid, the case 28cm wide.

£1,500 - 2,000
€1,800 - 2,500

128 †
AN EDWARDIAN LEATHER-CASED SET
OF BARTHOLOMEW'S ROAD MAPS FOR
ENGLAND & WALES,

brown leather case with handle, nickelled locks and catches, opening to interior fitted with 36 linen-backed folded maps, with measuring wheel housed behind leather strap in the lid, the case 34cm wide.

£1,000 - 1,500
€1,200 - 1,800

129 † ◊
A LEATHER-CASED GENTLEMANS'
VANITY SET WITH STERLING SILVER
ACCESSORIES, BY ASPREY OF BOND
STREET, 1909,

dark blue textured leather case with handle, brass locks and catches, opening to beige watered silk interior fitted with nine assorted jars and bottles with gilt-wash sterling silver caps by Charles & George Asprey, majority hallmarked London 1909 but some earlier, (one with minor dents and split to cap), four clothes and shoe brushes with tortoiseshell handles (one repaired), a manicure set in leather pouch with tortoiseshell handled accoutrements, leather-cased lighter, ink-well, and two jewellery boxes, with tortoiseshell hand-mirror, glove-stretchers, letter-opener, and leather documents pouch housed in the lid, the case 55cm wide, complete with key and together with Asprey of Bond Street instructional card.

£1,000 - 1,400
€1,200 - 1,700



130



131



132

130† ◊

A LEATHER-CASED GENTLEMAN'S VANITY CASE WITH STERLING SILVER ACCESSORIES, BY HARRODS, 1924,

black leather case with handle, gilt locks and catches, opening to grey watered silk lined interior fitted with six bottles and jars with hallmarked silver caps by T & F Perry of London, leather documents wallet with two bone-handled writing implements, and manicure set with ebony handled accoutrements, and jewellery box, with silver handled mirror, clothes and shoe brushes housed behind straps in the lid, the case 49cm wide with canvas cover, both monogrammed 'A.B.', and with two keys.

£800 - 1,200

€980 - 1,500

131†

AN ART DECO LEATHER-CASED GENTLEMAN'S VANITY SET, BY DUPONT OF PARIS, 1920S,

textured black leather case with handle, brass locks and catches, opening to green leather-lined interior fitted with Japan black lacquered accessories including three lotion bottles, two cream jars, two shoe-brushes, nail file, shoe-horn, and lighter, all with brass monogram 'AFA', other grooming accoutrements, and several lidded jewellery compartments, with key, the case 34cm wide.

£700 - 1,000

€860 - 1,200

132† ◊

A LEATHER-CASED VANITY SET WITH STERLING SILVER ACCESSORIES BY W G SOTHERS & CO., BIRMINGHAM, 1920,

black leather case with leather handle, nickelled locks and catches, opening to dark blue watered silk interior fitted with seven assorted glass bottles and jars with silver caps, silver handled comb, manicure set in leather pouch containing accoutrements with silver handles, leather documents wallet, with hand mirror, four clothes and shoe brushes, shoe-horn and button-hook, all with silver handles, housed behind straps in the lid, accessories hallmarked Birmingham, 1919 or 1920 and each with ornate engraved monogram 'E.H.L.', the case measuring 51cm wide.

£800 - 1,200

€980 - 1,500

133 ◊

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.

£1,200 - 1,400

€1,500 - 1,700

134

A LOUIS VUITTON VANITY CASE, CIRCA 1960,

LV monogram case with dark brown leather handle, brass lock, catches and corners, opening to beige leatherette interior with lift-out tray and leather straps for accessories, the inside of the lid with worn label numbered 87892?, the case 40cm wide.

£1,000 - 1,200

€1,200 - 1,500

135 ◊

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.

£1,200 - 1,400

€1,500 - 1,700

136 ◊

A PORTMANTEAU BY HERMES OF PARIS, POST-WAR,

black leather-cloth 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

€2,500 - 3,100



137 ◊

A HERMES SUITCASE, CIRCA 1930, beige canvas case applied with travel labels, with leather handle and corners, branded brass lock and catches, opening to beige cloth-lined interior with leather straps, the case 61cm wide.
£1,000 - 1,500
€1,200 - 1,800

138 ◊

A HERMES 'HAUT À COURROIES' BROWN LEATHER BAG, CIRCA 1950, with leather handles and strap fastening, with impressed 'P.B.' initials, and Hermes branded brass clasp, opening to light brown suede interior, approximately 55cm wide.
£2,000 - 2,500
€2,500 - 3,100

After an original design by Emile-Maurice Hermes in 1892, inspired by the totes used by Argentinian cowboys for their saddles, the 'Haut à Courroies' was in turn, inspiration for the later 'Kelly' and 'Birkin' bags.

139 ◊

A HERMES "BRADKA" LEATHER SHOE-CASE, FRENCH, LATE 1920S/EARLY 1930S, retailed by Bradka under license, brown leather case with handle, Hermes branded brass lock, catch and retailer's plaque, opening to interior fitted with eight pocketed compartments lined in light brown corduroy within the base and lid, 60 x 37 x 19cm.
£1,400 - 1,600
€1,700 - 2,000

138

140 ◊

A MOYNAT TRAVELLING TRUNK, CIRCA 1930, tan leather-cloth case with dark brown leather handle and light brown leather edging, two wooden battens to base, with sloped lid, nickelled locks and catches, maker's plaque to each end and one end with steel loop, opening to cloth-lined interior with leather straps and felt base, the inside of lid bearing maker's label, the case applied with travel labels and measuring 95cm wide.
£600 - 800
€740 - 980

141 ◊

A MOYNAT BLACK CANVAS CASE, FRENCH, CIRCA 1910, with brown leather handle and edging, brass locks and catches, black painted metal handle to each end, opening to canvas lined interior with lift-out tray with straps, the inside of the lid applied with maker's label and red leather embossed pouch, the case 72cm wide, complete with key.
 (2)
£600 - 800
€740 - 980

142† ◊

A LARGE VINTAGE CAR TRUNK WITH THREE GRADUATED CASES, BY BROOKS OF BIRMINGHAM, black leather trunk with sloped back, with handle and maker's plaque to each end, with brass central lock and nickelled catches, the hinged upper edge and fall-front opening to interior fitted with three black leather graduated cases with handles, nickelled locks, catches, and reinforced edging, each with beige canvas lined interiors, the whole measuring 89cm wide, 53.5cm high, the lower edge 46cm deep and upper edge 41cm deep.
£2,000 - 2,500
€2,500 - 3,100

140

141

143

143 ◊

A LARGE GOYARD SUITCASE, CIRCA 1920, with geometric pattern design and leather handle and riveted leather edging, brass locks and branded catches, opening to beige cloth-lined interior complete with lift-out tray with correct straps, the case 75cm wide.
£1,600 - 1,800
€2,000 - 2,200

144† ¥ ◊

A FINE AND SPECIALLY COMMISSIONED VICTORIAN LEATHER CASED TRAVELLING DRINKS/SANDWICH SET FOR TWO PERSONS, BY ASPREY OF BOND ST, black leather square case with four leather flaps opening out to reveal interior fitted with a pair of leather-covered drinks flasks with integral plated cups with gilt-washed interiors, a plated drinking cup, small glass bottle, and condiments container, a pair of collapsible silver-plated sandwich boxes with gilt wash interiors, two circular plates, and a circular leather panel fitted with folding knives and forks with ivory handles, many pieces marked Asprey and monogrammed 'P.H.', specially commissioned for a Mrs Washington Hibbert of 12 Hill Street, and marked as such in gilt tooling to leather flaps, some wear commensurate with age, and two leather straps recent replacements by Asprey, the case 19cm wide.
£2,000 - 3,000
€2,500 - 3,700

Important Notice to bidders:

This lot contains or is made of ivory and in February 2014 the United States Government announced the intention to ban the import of any ivory into the USA.



142



144



145



146

145†
A LEATHER-CASED DRINKS AND COCKTAIL SET FOR FOUR PERSONS, BY ASPREY, POST-WAR,
 upright light brown leather case with leather handle, combination lock and catch, brown suede interior, the base fitted with nickelled Thermos flask, cocktail shaker containing four stacked drinking cups, large wicker-covered drinks bottle, the lid housing set of four cut-glass tumblers, bottle-opener, knife, mixing spoon, cork-screw and tongs, all behind leather straps, standing 33.5cm high.

£1,500 - 2,000
 €1,800 - 2,500

146†
A COCKTAIL SET FOR FOUR PERSONS, PRE-WAR,
 comprising nickel-plated cocktail shaker stamped 'S R.46' to base, with strainer and domed lid, further stamped '1262' to case and strainer, fitted with three glass drinks bottles with screw caps, four stacking gilt-lined nickelled tumblers and lemon squeezer, 28cm high overall.

£900 - 1,200
 €1,100 - 1,500

147†
AN EDWARDIAN LEATHER-CASED THERMOS FLASK, BY A BARRETT & SONS, LONDON, 1904,
 brown leather case monogrammed 'A.T.W.' to front, with buckle and carrying strap, with gilt embossed 'Royal Appointment' maker's markings to inside of lid, opening to reveal pigskin-covered No.4421 Thermos flask with lid and drinking cup, 26cm high overall.

£500 - 700
 €610 - 860

148† ◊
A VETERAN LEATHER CASED PICNIC SET FOR FOUR PERSONS, BY DREW & SONS,
 honey leather case with nickelled lock and catch and leather carrying strap, with lid and fall-front opening to reveal interior fitted with copper and brass wicker-handled kettle with burner, wicker-covered milk bottle, set of four gilt-handled bone-chine teacups stacked within metal carrying rack, oil container, and two metal food tins, with saucers and spoons housed behind suede pockets and straps in the lid, the case measuring 32cm wide.

£2,000 - 2,500
 €2,500 - 3,100

149† ◊
A VETERAN LEATHER-CASED PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS,
 black leather case with brass handle to each end, brass locks and catches, opening to interior with wicker framework, fitted with copper and brass wicker-handled kettle with burner, large wicker-cased drinks bottle, smaller milk bottle, Coracle ceramic-based food box, two other food tins, oil-flask, four bone china cups with saucers, four stacked glass tumblers in wicker framework, ceramic butter jar with leather strap, and condiments jars, with four rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 56cm wide.

£2,500 - 3,000
 €3,100 - 3,700



147



148



149



150

150[†]YΦ

A FINE LEATHER-CASED TEA SET FOR TWO PERSONS, BY TONNEL, 12 RUE DE LA PAIX, PARIS, C1909,

black Moroccan textured leather case with single leather handle, bearing maker's mark to gilt hinge, opening to reveal chamois fitted interior containing plated accessories comprising saucepan with detachable ivory ring-handle and burner with stand, glass bottle, pair of stacking cups with ivory sections and detachable wicker-covered handles, milk jug, sugar tongs and two tea spoons, the case 20cm wide.

£1,500 - 2,000
€1,800 - 2,500

This lot contains or is made of ivory and in February 2014 the United States Government announced the intention to ban the import of any ivory into the USA.

151[†]

A FINE CHRISTOPHER DRESSER LEATHER-CASED VETERAN TEA SET FOR FOUR PERSONS, BY BARRETT & SONS OF LONDON,

black leather case with leather handle, with double front doors with brass catch opening to green velvet two-level interior fitted with plated accessories including kettle containing caddy, tea-pot containing sugar bowl and milk jug, both with wicker-covered handles, glass drinks bottle, pair of Royal Worcester bone china tea-cups with saucers and green velvet travelling pads, burner, oil flask and kettle stand, with two spoons and sugar tongs housed in the doors, many pieces marked to base with Registered Design No.85275, 1887, the case 38cm wide.

£3,000 - 3,500
€3,700 - 4,300



151



152



153



154

**152† ◇
A FINE LEATHER-CASED PICNIC SET FOR TWO PERSONS, BY MORITZ OF LEIPZIG, 1920S,**

black leather case with brown leather handle and reinforced edges, brass locks and catches opening to black leather interior fitted with pair of black leather-covered vacuum flasks, two large food tins, a smaller Autotherm flask, glass milk bottle, two china tea cups with gilt-lined metal beakers, and condiments jars, with enamel plates, china saucers and cutlery housed in the lid, the case 51cm wide.

**£3,000 - 3,500
€3,700 - 4,300**

**153†
A FINE LEATHER-CASED TEA SET FOR TWO PERSONS, BY MAQUET OF PARIS, CIRCA 1905,**

brown leather case with handle to lid, double-front doors with brass catches opening to grey suede interior on two levels, fitted with silver gilt accessories comprising kettle containing caddy, tea-pot containing sugar bowl and milk jug, both with wicker-covered handles, burner, oil flask and kettle stand, a pair of yellow Toy-Le-Rosey china teacups with saucers, with tea spoons and sugar tongs housed in the doors, the case 29cm wide.

**£3,000 - 3,500
€3,700 - 4,300**

**154†
A FINE CHRISTOPHER DRESSER STERLING SILVER TRAVELLING TEA SET, BY HEATH & MIDDLETON, 1887, RETAILED BY LEUCHARS & SON OF LONDON**

comprising kettle with stand and burner, tea-pot, both with two-colour wicker handles, cream jug, sugar bowl, tea-caddy, and oil flask by William Leuchars, all pieces hallmarked London and seven pieces engraved with monogram 'G.A.G.S.' save for the kettle stand.

(8)
**£4,000 - 5,000
€4,900 - 6,100**



155



156



157



157

155†
AN ART DECO COCKTAIL SHAKER AND SIX MATCHING TOTS,
BY JEAN DESPRÉS, FRENCH, 1920S,

silver plated, with engraved signature to base and poinçon mark to one link, of geometric design with simple chain-link decoration around the main body and base, 24cm high, together with a set of six matching drinking tots.

(7)
£6,000 - 7,000
€7,400 - 8,600

Jean Després (1889-1980) was an Art Deco designer who captured the streamlined, modern aesthetic of the age of the machine and transformed it into objects of great beauty.

As a young man, Després became acquainted with avant-garde artists in Paris, including Modigliani, de Chirico, and Braque, and, after the outbreak of War in 1914, he worked on the industrial design of airplanes. He later transferred this experience and inspiration to his family's jewellery business, where he became known for his innovative geometric patterns. He also created a wide range of tableware and decorative objects in gold, silver, and pewter, whose bold, industrial looks were uncompromisingly modern, yet graceful and refined.

156† ◊
A FINE LEATHER-CASED PICNIC SET FOR FOUR PERSONS, BY
FINNIGAN'S OF BOND STREET, 1909,

black leather case with brown leather handle to each end, brass locks and catches, opening to green leather compartmentalised interior fitted with two large leather-covered Autotherm flasks, two large Coracle ceramic based food boxes, two other food tins, set of six enamel cups with wicker handles, six enamel saucers, two ceramic butter and preserves jars, one with leather strap, and condiments jars, with six enamel rectangular plates and cutlery housed behind leather straps and nickelled clips in the lid, the case measuring 63cm wide.

£8,000 - 9,000
€9,800 - 11,000

157† ◊
A FINE CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS,
BY DREW & SONS, CIRCA 1909,

black leather-cloth case, with riveted brass reinforced edges, brass handles, lock and catches, and lid with foot tread, with fall-front opening to reveal red leather-cloth lined interior with wicker framework, fitted with centrally stacked wicker-handled kettle, burner and saucepan, two glass drinks bottles with cups, seven food tins of assorted sizes, enamel tea-cups with wicker handles and accompanying saucers, with rectangular enamel plates housed behind leather straps in the lid, and cutlery fitted into the fall-front, the case measuring 49 x 26 x 34cm.

£9,000 - 10,000
€11,000 - 12,000



158†YΦ◇

A FINE AND SPECIALLY COMMISSIONED LEATHER-CASED VANITY SET WITH STERLING SILVER ACCESSORIES, BY MAPPIN & WEBB, 1909, BELIEVED TO BE FORMERLY THE PROPERTY OF CHARLES STEWART ROLLS,

the black leather case with single leather handle, brass locks and catches, gilt-embossed with maker's mark to front, the lid with embossed monogram 'C.R.' opening to reveal pale grey watered silk lined interior, fitted with full compliment of hallmarked sterling silver accessories by Mappin & Webb of London, comprising centrally mounted miniature carriage clock with silver case and

JTC Swiss movement with white dial and Roman numerals, glass drinking flask with integral cup and seven other assorted glass jars and bottles with silver lids, two silver pill-boxes, four clothes and shoe-brushes and a comb with silver handles, silver jewellery box and nail-polisher, black leather watch case, sewing kit, address book and wallet, a manicure set with silver accoutrements contained in a replacement leather pouch, and with silver hand mirror, shoe-horn, button hook, ivory letter opener with silver handle and black leather documents pouch with two silver writing implements, all housed behind straps in the lid, the case measuring 45.5cm wide, and complete with black canvas cover also monogrammed 'C.R.'. This lot is offered together with a copy of the biographical title,

Bruce Lawson: Charles Rolls of Rolls-Royce, published by YouCaxton, 2013.

(2)

£25,000 - 30,000

€31,000 - 37,000

According to information supplied by the vendor, it is believed that this vanity set was once the property of Charles Stewart Rolls.

This lot contains or is made of ivory and in February 2014 the United States Government announced the intention to ban the import of any ivory into the USA.



159



161



162



163

MOTOR SPORT

159

EIGHT RACING DRIVER'S ARMBANDS 1948-1955, FROM THE ERIC THOMPSON COLLECTION,

comprising 24 Le Mans 1949 for HRG 1st in class and 8th overall and 1955 Connaught DNF, 1948 Douze Heures de Paris at Montlhery for HRG, 1949 24 Hours of Spa for HRG 1st in class, 1955 Goodwood 9 Hour for Connaught DNF, 1950 BRDC green pennant from the 21st anniversary at festival hall, 1952 RAC British Grand Prix for Connaught 5th place and a red leather Club International des Anciens Pilotes de Grand Prix armband, many signed or dated by the driver.

£500 - 700

€610 - 860

160

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

€610 - 860

161

A MICHAEL SCHUMACHER SIGNED STEERING WHEEL,

by personal, blue suede covered in glazed Perspex display, mounted with label 'Michael Schumacher Mild Seven Benetton Renault B195', the case 36cm wide, with label to reverse 'Benetton F1 Part B195 S-Wheel No 003 M Schumacher Race Car 01 Date 14th May 1995 GP of Spain Winner'.

£600 - 800

€740 - 980

162

A NIGEL MANSELL STEERING WHEEL FROM THE BRAZILIAN G.P. 1982,

by Momo, for the John Player Special Lotus 91, black leather covered, the metal hub applied with engraved plaque celebrating Mansell's 3rd place position at the Grand Prix of '82, display mounted on a stack of gearbox cogs, 37cm high overall.

£600 - 800

€740 - 980



166



167



165

163
A LIMITED EDITION AYRTON SENNA STEERING WHEEL BY PERSONAL, SIGNED AND DATED '91 BY SENNA,
 replica of the personal steering wheel used by the triple world champion with Honda McLaren team, made to celebrate the Formula 1 championship of 1991, limited edition number 1 of 40, display mounted, framed and glazed, 39.5 x 39.5cm.

£1,200 - 1,500
 €1,500 - 1,800

164*
THREE ITEMS RELATING TO LOTUS FORMULA 1,
 comprising a Team Lotus steering wheel, by Momo, believed used on the Lotus 81 by Mario Andretti and Elio de Angelis, three spoke metal boss and black leather rim, with remains of Tissot sponsorship label to centre; a Willans Lotus 81, 4-point harness and straps also used by Andretti and de Angelis and a Lotus 81 air intake trumpet cover, red leatherette marked 'EL 81' on underside, believed relating to Essex Lotus 81.

(Qty)
 £700 - 900
 €860 - 1,100

165 ♦
A MARLBORO MCLAREN MP4-6A TOP NOSE CONE PANEL FROM AYRTON 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
 €1,200 - 1,800

166
JAMES HUNT'S BELL HELMET, USED DURING 1968-1971 FORMULA FORD AND FORMULA 3 RACES,
 Bell Star helmet with 1968 Snell number A361188, 7 1/8 size Bell-Toptek, painted black with drivers name and three coloured stripes representing his old school Wellington College, blood type 'GP.A RH. POS' painted on the crown, overall worn with evidence of accident damage and scorching to rear of helmet, fitted with visor, together with a photograph depicting the accident at Zandvoort on 16 May 1971 in the March-Holbay 713S, that damaged the helmet, 32 x 43cm, mounted on card, the back stamped 'Copyright Cor Bruinsma Fotograff...Amsterdam-Z'.

£5,000 - 7,000
 €6,100 - 8,600

On the 16 May 1971 while competing in heat 2 of the formula 3 races at Zandvoort, Hunt suffered a very serious looking accident when he went off at Tarzan on lap 11, he overturned his March and the rollbar was ripped off, luckily he wasn't wearing crotch straps and slid down in the car and was very fortunate to escape injury, this helmet bore the brunt of the impact, it took eight people to lift the car and extract a dazed Hunt from the wreckage. The helmet is offered for sale at auction from the collection of photographer Miss Chantale Lecluse. Miss Lecluse and James Hunt were in a relationship from 1971 to 1974, and during this time they lived in a London flat. According to information supplied by the vendor, this helmet was never used again and stored on a shelf in the flat. At the end of their relationship, they moved out of the flat and parted ways, at that time this helmet was left to the vendor.

MISCELLANEOUS AUTOMOBILIA

167
A RARE HARDWOOD MODEL OF THE BUGATTI ROYALE 'COUPE NAPOLEON',
 finely detailed model of the Type 41 chassis number 41.110, the car as used by Ettore Bugatti personally, constructed from a variety of woods including walnut, ebony, birch, maple, tulipwood, sycamore and other rare hardwoods, with inlaid bonnet and coachwork details and rolling wheels, 59cm long, together with a full list of materials used in the construction.

(2)
 £500 - 700
 €610 - 860



169



172



176

168
A GUN CLEANING KIT FORMERLY THE PROPERTY OF TWO TIMES FORMULA 1 WORLD CHAMPION GRAHAM HILL,
 wooden case with twin catches, opening to compartments housing brushes, cleaning cloths, wadding and a three part barrel rod, the box 33cm wide, split to grain of lid.
£250 - 300
€310 - 370

169†
A CRYSTAL GLASS 'RIVIERA COUPÉ' DESKPIECE BY DAUM, FRENCH,
 moulded glass depiction of the car with engine and interior detail, engraved 'Daum France' to left sill and bearing maker's label to left door, 38cm long, complete with original box and pamphlet.
 (3)
£500 - 700
€610 - 860

170
STIRLING MOSS AND DENNIS JENKINSON MEMORABILIA,
 comprising a limited edition print numbered 701/850 after Frank Wooton, depicting the Mercedes Benz 300 SLR at the 1955 Mille Miglia, signed by the artist, Moss (twice) and Jenks, 47 x 60 in 1977 delivery packaging, together with a 1:25 scale Historic Replicars model of the Mercedes Benz 300 SLR, mounted on a base with plaques signed by Moss and the model maker John Haynes.
 (2)
£500 - 600
€610 - 740



171



173

179

174

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171
AN ASTON MARTIN DB5 STERLING SILVER DESKPIECE, 2000,
 Art Deco style representation of the car with sweeping lines, hallmarked Jack Spencer of Sheffield to left sill, 22cm long, mounted on a stylised wooden base, together with original fitted presentation case, (one hinge loose).
£1,000 - 1,500
€1,200 - 1,800

172
AN EROTIC PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), ITALIAN FOR THE AMERICAN MARKET, CIRCA 1970,
 numbered NR 0410 and cast signature on front, solid brass, the front with erotic 'motoring' scene, the reverse marked Made in Italy; fitted to a leather belt, the buckle 4.5 x 7.5cm, overall, 118cm long to fit 36/42 inch waist.
£800 - 1,000
€980 - 1,200

173†
A BENTLEY RADIATOR DECANTER, BY RUDDSPPEED,
 chromed with dark green grille, with red enamel badge and complete with cap, 19.5cm high.
£800 - 1,000
€980 - 1,200

174†
A ROLLS-ROYCE RADIATOR DECANTER, BY RUDDSPPEED,
 chromed, with shutters and black enamel badge, complete with miniature plastic Spirit of Ecstasy mascot, 23cm high.
£900 - 1,100
€1,100 - 1,400

175†
A CASED ROLLS-ROYCE RADIATOR DECANTER, BY RUDDSPPEED,
 chromed, with shutters, black enamel badge and complete with miniature Spirit of Ecstasy plastic mascot, 24cm high, contained in original presentation case and with original carton packing box.
£900 - 1,200
€1,100 - 1,500

176*
AN EROTIC PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), ITALIAN FOR THE AMERICAN MARKET, CIRCA 1970,
 brass with light blue enamelling, the front with erotic 'motoring' scene, numbered NR0158, 72 x 44mm, some wear.
£900 - 1,100
€1,100 - 1,400

177†
A CASED BUGATTI RADIATOR DECANTER, BY RUDDSPPEED,
 chromed, with red enamel radiator badge and with cap, 19.5cm high, contained in original presentation case (split to one corner and ribbon detached at one end), and with original carton packing box.
£900 - 1,100
€1,100 - 1,400

178†
A MERCEDES-BENZ RADIATOR DECANTER, BY RUDDSPPEED,
 chromed, with printed grille, blue enamel badge and complete with plastic radiator cap emblem, 22cm high.
£900 - 1,100
€1,100 - 1,400



177

175



181



182



183

179†
AN SS JAGUAR RADIATOR DECANTER,
 chromed, with badge and complete with
 Leaping Jaguar mascot cap, 19cm high.
£1,000 - 1,200
€1,200 - 1,500

180†
AN SS JAGUAR RADIATOR DECANTER,
 chromed with wire grille, with black enamelled
 badge and complete with cap, 18cm high.
£1,000 - 1,200
€1,200 - 1,500

181
A PAIR HEUER STOPWATCHES, 1972,
 comprising 8 day Mastertime with black
 dial and Arabic numerals and Monte-Carlo
 stopwatch with black dial, Arabic numerals,
 jump-window at 6 o'clock, each 5cm
 diameter bezel, mounted on a Heuer Leonidas
 dashboard backplate, 11.2cm wide.
£1,700 - 2,000
€2,100 - 2,500

182
FRANCK MULLER. A RARE LIMITED
EDITION STAINLESS STEEL AUTOMATIC
CHRONOGRAPH BRACELET
WRISTWATCH 'ENDURANCE SPORT'
EDITION NO. 06/70, 1990S,
 self winding dual button chronograph
 movement, silvered 60-second track
 enclosing blue dial with luminous Arabic
 numerals, subsidiary seconds and elapsed
 time registers, luminous hands, brushed
 and polished steel case with screw back,
 steel bracelet with FM logo on the deployant
 buckle, case, dial and movement signed,
 37mm, with original box and papers.
£4,000 - 5,000
€4,900 - 6,100

The watch is named in honour of the 24 Hours
 of Le Mans, the Grand Prix of Endurance

183
GIRARD-PERREGAUX. A RARE LIMITED
EDITION STAINLESS STEEL AUTOMATIC
CALENDAR CHRONOGRAPH BRACELET
WRISTWATCH 'FERRARI 275 GTB'
EDITION NUMBER 126/275, 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 double folding clasp, case, dial and
 movement signed, 38mm, with original box
 and papers.
£5,000 - 7,000
€6,100 - 8,600



184



185

**184
A WORLD SPEED RECORD SILVER TRAY PRESENTED BY THE ROYAL AUTOMOBILE CLUB TO CAPTAIN GEORGE EYSTON, 1935,**

sterling silver tray by Walker & Hall of Sheffield, with pie-crust border and three scroll feet, the centre engraved 'Presented to Capt. G.E. T. Eyston by the Royal Automobile Club to Commemorate his Successful Attempt on World's Records Salt Beds, Utah, September 1935', measuring 31.5cm diameter, approximate weight 880gms.
£500 - 600
€610 - 740

Eyston was presented with this tray after his 24-hour Endurance Speed Record at the Bonneville Salt Flats in September of 1935 in the V12 Rolls-Royce Kestrel aero-engined 'Speed of the Wind' car, covering a distance of 3372 miles at an average speed of 140.52mph and beating Ab Jenkins' previous record set in the Duesenberg Special just days earlier.

**185
A HEUER 'MONTE CARLO' DASHBOARD STOPWATCH/LAPTIMER, 1970S,**

jewelled manual wind Swiss movement, black dial with luminous Arabic numerals, digital jumping hours with lock feature, minute and second hands, start/stop winding crown with return to zero by push button, mounted on a chrome finish back plate, 56mm x 58mm.
£1,000 - 1,200
€1,200 - 1,500

**186†
A NOVELTY "WHEN TYRED, SCOTCH" CUT GLASS WHISKY DECANTER, PRE-WAR,**

in the form of an early motorcar tyre, with facet-cut tread and engraved "When Tyred, Scotch" to front wall, with star-cut base and complete with cut glass stopper, 25cm high overall.
(2)
£1,000 - 1,500
€1,200 - 1,800

**187†
AN ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE,**

circular silver-coloured base metal plaque, inlaid with decorative blue enamel with central depiction of St Christopher, 64mm wide, contained in Walter Ellis case.
(2)
£700 - 900
€860 - 1,100

**188†
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, 1935,**

sterling silver plaque by Asprey & Co. Ltd, with London import mark for 1935, in black enamel with decorative green enamel central depiction of St Christopher, 52mm wide.
£1,500 - 1,800
€1,800 - 2,200

**189†
AN ENAMEL ST BARTHOLOMEW DASHBOARD PLAQUE,**

large circular plaque, inlaid with decorative purple, green and black enamel, with central depiction of St Bartholomew, 58mm wide.
£500 - 700
€610 - 860

**190†
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, 1922,**

hallmarked silver plaque by William James Dingley of Birmingham, inlaid with Royal blue and cream enamel, with silver central depiction of St Christopher in bas relief, 41mm wide.
£1,200 - 1,400
€1,500 - 1,700

**191†
AN ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE,**

square silver-plated bronze plaque, stamped 'silver fronted' to reverse, inlaid with white, light blue and dark blue enamel, with central depiction of St Christopher, 52mm wide.
£500 - 700
€610 - 860

**192†
AN ENAMEL ST BARTHOLOMEW DASHBOARD PLAQUE, 1930,**

silver-coloured base metal plaque by the Birmingham Medal Co., with Registered No.753589 to reverse, inlaid with blue, white and black solid enamel with central depiction of St Bartholomew in pale blue decorative enamel, 69mm wide, screw to one lug.
£600 - 800
€740 - 980

**193†
A FINE AND LARGE SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE,**

pre-War, silver plaque inlaid with decorative blue enamelling by M Cusson, with central depiction of St Christopher, 68mm wide, riveted to a black velvet mount, some damage to enamelling at lugs.
£800 - 1,000
€980 - 1,200

**194†
AN ENAMELLED ST CHRISTOPHER DASHBOARD PLAQUE,**

silver coloured base metal plaque, inlaid with black, blue, purple and cream enamel, with central depiction of St Christopher, 60mm wide, contained within J A Restall case.
(2)
£900 - 1,200
€1,100 - 1,500

**195†
AN ENAMELLED ST BARTHOLOMEW DASHBOARD PLAQUE, 1930,**

silver coloured base metal plaque by The Birmingham Medal Co. stamped with Registered No.753589, inlaid with black and white enamel with rose enamel central depiction of St Bartholomew, 60mm wide, with screws to lugs.
£800 - 1,000
€980 - 1,200

**196†
AN ENAMEL ST BARTHOLOMEW DASHBOARD PLAQUE, 1930,**

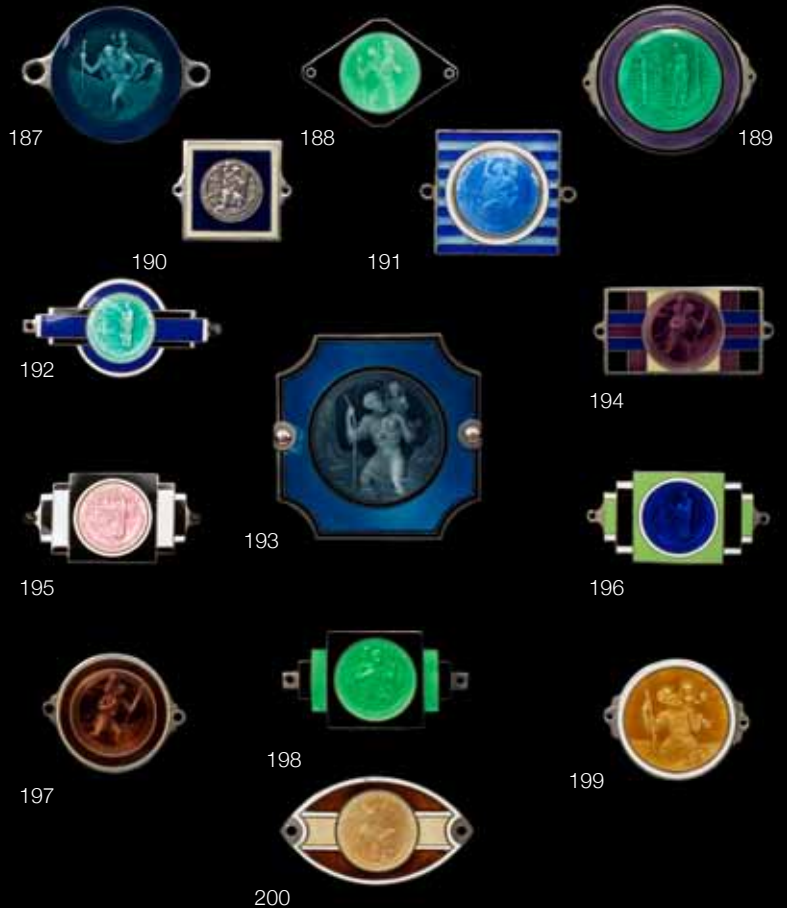
silver-coloured base metal plaque by the Birmingham Medal Co. stamped with Registered No.753589 to reverse, inlaid with green, black and white solid enamel with central depiction of St Bartholomew in dark blue enamel, 60mm wide.
£800 - 1,000
€980 - 1,200

**197†
A SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE,**

circular plaque, inlaid with cream and brown decorative enamel with central depiction of St Christopher, 49mm wide, in Biggs of Farnham case.
(2)
£700 - 900
€860 - 1,100



186



198[†]
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, 1934,
 hallmarked silver plaque by Turner & Simpson of Birmingham, inlaid with solid black and pale green decorative enamel with central depiction of St Christopher, 62mm wide.
£900 - 1,200
€1,100 - 1,500

199[†]
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, 1924,
 silver circular plaque with London import marks by Mappin & Webb, inlaid with white enamel surround and with central depiction of St Christopher in decorative gold-coloured enamel, 49mm wide.
£500 - 700
€610 - 860

200[†]
A STERLING SILVER AND ENAMEL ST CHRISTOPHER DASHBOARD PLAQUE, 1913,
 hallmarked silver plaque by Turner & Simpson of Birmingham, inlaid with solid white and decorative brown and gold-coloured enamel with central depiction of St Christopher, 65mm wide, contained in Adolph A Fishberg case.
 (2)
£900 - 1,100
€1,100 - 1,400



201



203



202



204 (part)

201†

AN AUTOMOBILE CLUB DE NICE BRONZE PLAQUE, BY AUGUSTE MAILLARD, CIRCA 1902,

the obverse struck with image in bas relief depicting a female nude waving a victory laurel leaf to a veteran car, the reverse with leaf design and name plate un-engraved, 60mm wide.

£500 - 700

€610 - 860

202†

A FINE 'TARGA VINCENZO FLORIO 1906' BRONZE COMPETITOR'S PLAQUE, BY RENE LALIQUE,

struck with image in bas relief of race scene depicting the winning Itala 35/40hp as driven to victory by Alessandro Cagno, leading another car at the Sicilian lakeside track, the plaque stamped 'Lalique' and 'Bronze' to lower edge, 55mm wide, contained within original scarlet velvet and silk-lined brown leather presentation case.

(2)

£3,000 - 3,500

€3,700 - 4,300

Vincenzo Florio, a racing enthusiast and member of a prominent Sicilian family, was responsible for bringing the first motorised vehicle to Sicily and for organising the Targa Florio race in 1906, which had an entrants list of only 10 cars.

203† ◊

ASSORTED PRE AND POST-WAR MOTORCYCLING TRIALS TROPHIES AND AWARDS, PRESENTED TO W F MEAD,

from 1930 to 1950s, for various mainly motorcycle club trials events including a 1953 MCC Triple Award wooden plaque with relief map of the UK, 1949 MCC Land's End/Edinburgh/Exeter Trial Triple Award plaque, 1938 South Midland Trial bronze plaque, other EPNS trophies, pewter tankards and ashtrays, some with enamelled badges, a 1935 enamelled North East London MCC matchbox holder, and a 1927 Sunbeam Motor Cycle Club enamelled badge award, several awarded for motorcar trials.

(Qty)

£500 - 700

€610 - 860

204 ◊

AN INTERESTING COLLECTING OF GOLD MEDALS, SILVER TROPHIES, CUPS AND EPHEMERA RELATING TO THE MOTORSPORT CAREER OF V.G. WALLSGROVE,

comprising nineteen gold medals dating from 1922 to 1927 which include the 1922 London to Holyhead Ealing & District Motor Cycling Club long distance trial; the 1924 Liverpool Motor Club 24 hour trial; the 1925 class 5 Coventry & Warwickshire Motor Club Open Centre Trail and others; twelve silver medals dating from 1922 to 1924 which include the 1922 Skegness Motor Races with pictorial enamel centre; a guard chain with three 1923 Saffron Walden Hill Climb medals attached; the 1924 Liverpool Motor Club Sand Races and others; fourteen silver trophies of various sizes dating from 1923 to 1926, including a 1923 Junior Car Club Dean Hill Climb trophy; a 1924 The Motor Cycling Club Lands End - John o'Groats Car trophy; a larger 1925 Skegness Motor races 1500 c.c. Car Class first trophy and others; two Vesta cases; three spoons, one plated the rest silver and other medals, trophies and badges relating to the sporting achievements of V.C. Wallsgrove together with a collection of ephemera including 1924 & 1925 Edinburgh & District Motor Club Scottish Six Day Trial Official Report, the 1969 Riley Coventry Rally programme, signed Car Club Dinner menus, newspaper cuttings and photographs and others.

(Qty)

£1,000 - 1,200

€1,200 - 1,500

V.G. Wallsgrove was the former Competitions Manager at Riley, in 1907 aged 14 he joined the Deasy Company helping with adjustments after road tests, by 1913 he had joined Daimler staying there until war broke out at which point he joined the Army Service Corps and landed in France on September 3 1914.

After the War, Mr. Wallsgrove spent some time with the Standard Motor Company, again in the road test department, before joining the Riley Company. There he became assistant works manager and opened the Competitions Department in 1922, running the department as its only member and carrying on his duties as assistant works manager. As the only driver he competed in hill climbs, races, rallies and sprints, eventually opening his own garage in 1927 and retiring around 1957 aged 64.



204 (part)



206

**205†
A NOTTINGHAM JOURNAL 'AMATEUR PILOT EFFICIENCY
COMPETITION' STERLING SILVER WINNER'S AVIATION
TROPHY, FIRST PRESENTED 1931,**

the classically styled twin-handled trophy with lid, hallmarked Birmingham, by Barker Brothers Silver Ltd, 1930, the front engraved "Efficiency Competition - Presented by - The Proprietors of the "Nottingham Journal" - for Annual Competition Among Amateur Pilots of Nottinghamshire, Derbyshire, Leicestershire and Lincolnshire", the reverse engraved with winner's names from 1931-38, 1947-49, 1964-81 and 1990, the sterling silver lid surmounted with EPNS representation of a de Havilland 'Moth' bi-plane with fuselage inscribed 'N.F.C.' and with spinning propeller, the trophy measuring 49cm high overall, offered together with a copy of a 21st September 1933 article from Flight magazine relating to the event.

(3)
£2,000 - 3,000
€2,500 - 3,700



205

**206 ♦
E.R HALL'S PERSONAL BENTLEY AND M.G MAGNETTE
'TREASURE CHEST' OF PARTS,**

the large pine chest raised on bun feet, with two cut-out painted decorations of his cars to the front, lock and key, flat lid opening to reveal fitted interior mounted with assorted car parts, the majority of the items with hand-written labels taped to the box or part, some tape lifting and labels brittle, the chest 88 x 38 x 49.5cm.

£2,500 - 3,000
€3,100 - 3,700

The contents of the chest are as follows: Bugatti conrod from Southport Sands 1922, 'caused by sand entering oil'; Conrod and piston big end stretched when leading TT 1931 Ards Circuit; Four racing plugs from the 1932 TT and four racing plugs from the 1931 BRDC Brooklands 500 all displayed in carved wooden MG radiator grille; Planet wheels stripped when leading 1932 500 mile Brooklands race; Set of six plugs from Nuvolari's 1933 M.G. Magnette used in the TT, finishing 4th in race, 3rd in group; Eight valves from Nuvolari's 1933 TT 4th placed M.G. Magnette; Valve and plugs from the 1933 1st place M.G. Magnette in the 500 mile race; M.G. Magnette crank shaft from the 1933 500 mile 1st place; Piston from the 1934 TT 2nd placed Rolls-Royce modified Bentley 3 1/2 Litre; Set of six sectioned 1934 racing plugs; A plug detacher last used 1934; Bent connecting rod from the 1934 Tourist Trophy; Inlet and exhaust valve from Bentley that finished second for the 3rd time in the 1934 TT; set of six Bentley plugs from the 'third second' in the 1936 TT; A copper hammer used for changing wheels during races, last used 1951; Set of eight valve rockers; Hall's Mille Miglia white cloth helmet; Valve lifter and valve spring compressor for changing valve springs from Bentley and a Norton Tappet spanner.

209



207



210



208



207 ◊

A V-750VN TYPE SURFACE-TO-AIR MISSILE SECOND STAGE ENGINE DESIGNED BY ALEXEI M ISAYEV, SOVIET,

the upper-stage liquid propellant sustained powerplant, designed by the bureau of Alexei M. Isayev. 100 x 36 x 36cm, constructed of various alloys, one duct with cloth tape-insulation and paper label reading "20[Cyrillic D]6510-30/3," various inspection marks mostly in red, apparently un-fired, mounted on custom made metal display stand.

£2,800 - 3,500

€3,400 - 4,300

Celebrated rocket engine designer Alexei Isayev specialized in small-scale, liquid-fuelled rocket engines for Soviet manned and unmanned spacecraft. From 1957 to 1967 his engines powered the rockets carrying the first artificial satellites, the first man in space, and the first unmanned probes to the Moon and Venus. At the same time, in the 1950s, he was working on engines for surface-to-air missiles (SAMs) and air-to-sea missiles.

The present engine is for a S-75 Dvina, a high-altitude, command-guided, SAM. Since its first deployment in 1957 it has become the most widely-deployed air defence missile in history. The missile came to the world's attention when an S-75 battery, using the newer, longer-range and higher-altitude V-750VN missile shot down the U-2 spy plane of Francis Gary Powers as he was flying over the Soviet Union on May 1, 1960. A Soviet missile crew in Cuba used an S-75 on October 27, 1962 to shoot down the U-2 flown by Rudolf Anderson—the only combat death of the Cuban Missile Crisis.

Technically S-75 refers to the complete missile battery, the missile itself being known as a V-750. The missile is in two stages, consisting of a solid-fuel booster and a storable liquid-fuel upper stage. The booster fires for about 4–5 seconds and the main engine for about 22 seconds, by which time the missile is travelling at about Mach 3. The present engine is from the upper stage. The American U-2 spy plane flew at high altitudes, and for the S-75 to reach it, a more powerful engine was needed; the present engine is a version of that high-power rocket. An unusual artefact of the Cold War and a reminder that the space programs were largely an offshoot of military research and development.

TOYS AND MODELS

208

A 1:8 SCALE SCRATCHBUILT MODEL OF AN ASTON MARTIN DB4 GT ENGINE AND GEARBOX, BY JAVAN SMITH,

finely detailed, mounted on a base and within a Perspex display case, with limited edition certificate numbered 2/12 measuring 24.5 x 19.5 x 13.5cm overall.

£500 - 600

€610 - 740

209† ◊

A 1:8 SCALE MODEL OF AN ALFA ROMEO SPIDER TOURING GRAN SPORT, BY POCHER,

kit-built model constructed from plastic and metal parts, of the 1930s car, with opening doors and bonnet revealing engine detail, finished in dark blue and yellow livery, 51cm long, displayed on a wood-framed Perspex base under a Perspex case.

£1,000 - 1,200

€1,200 - 1,500

210† ◊

A 1:8 SCALE MODEL OF A BUGATTI TYPE 50T, BY POCHER,

kit-built from plastic and metal parts, of the car in two-tone yellow and black livery, with bonnet opening to reveal engine detail, opening doors and detailed interior, rolling wheels with rubber tyres, 63cm long.

£1,000 - 1,200

€1,200 - 1,500

211 ◊

A FINE SCRATCHBUILT 1:8 SCALE MODEL OF AN AUSTIN HEALEY 100M, BY JOHN SHINTON OF THE HEALEY TOY FACTORY,

finely detailed customised kerbside model of the car, constructed from white metal, stainless steel and pewter parts, with resin body, finished in two-tone black over Reno red paintwork, with finely detailed interior and dashboard with instruments, raised windscreen, folded-down soft-top/hood, wire-spoked wheels, Lucas type lamps, brightwork and other details, measuring 47cm long, mounted to a wooden display base and with Perspex protective case.

£1,400 - 1,800

€1,700 - 2,200

211



212



213



212 ◊

A FINE SCRATCHBUILT 1:8 SCALE MODEL OF AN AUSTIN HEALEY 100M, BY JOHN SHINTON OF THE HEALEY TOY FACTORY,

finely detailed customised kerbside model of the car, constructed from white metal, stainless steel and pewter parts, with resin body, finished in two-tone Healey blue over Old English white paintwork, with finely detailed interior and dashboard with instruments, folded-down soft-top/hood, lowered windscreen, wire-spoked wheels, Lucas type lamps, brightwork and other details, together with an extra replacement raised windscreen, measuring 47cm long, mounted to a wooden display base and with Perspex protective case.

**£1,400 - 1,800
€1,700 - 2,200**

213 ◊

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 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, 57cm long, together with a miniature Aston Martin black vinyl car cover.

**£1,500 - 2,000
€1,800 - 2,500**

214



215



216



214 ◊

A FINE GERALD WINGROVE 1:20 SCALE SCRATCHBUILT MODEL OF A 1913 PRINCE HENRY VAUXHALL,

finely detailed model constructed from mainly brass and aluminium precision engineered parts, with chassis and mudguards finished in red, featuring wire-spoked wheels shod with rubber tyres and complete with spare tyre, running board mounted tool box and mascot, inscribed to underside with model and maker's details, 21cm long, together with original green baize lined fitted hinged wooden case and model-maker's business card applied to inside of the lid.

(2)
£2,000 - 3,000
€2,500 - 3,700

215 ◊

A 1:8 SCALE MODEL FERRARI 250GTO BY JAVAN SMITH,

this rare scratchbuilt 250GTO, chassis number 4153GT, is one of just two examples in this livery, and carries limited edition build number 17/36. This example depicts the car as driven by Willy Mairesse (B) to 1st in class at the Mont Ventoux Hill Climb, France, on June 6th 1965, mounted on a Perspex plinth with descriptive plaque, and enclosed within a "Ferrari" etched display case, 60 x 27 x 20cm overall.

£2,000 - 2,500
€2,500 - 3,100

216 ◊

A 1:8 SCALE MODEL JAGUAR E-TYPE 'LIGHTWEIGHT' BY JAVAN SMITH,

representing the eleventh E-Type "Lightweight" chassis number S850668, Registered Number 2GXO. A "Kerbside" model featuring full interior detailing, mounted on a high quality Black Satin Wood plinth and enclosed within a display case bearing an etched Jaguar logo. Dimensions 660 x 330 x 230mm high (26" x 13" x 9.5")

£2,000 - 2,500
€2,500 - 3,100

217 ◊

A 1:12 SCALE MODEL OF A VANWALL GRAND PRIX CAR, BY MICHELE CONTI, ITALIAN,

scratchbuilt early kerbside composite model of the single-seater, finished in British Racing Green with yellow nose and wearing number 18, with rolling solid wheels fitted with rubber tyres, articulated front steering, and with chromed exhaust, bearing model maker's label to underside, 36cm long.

£3,000 - 4,000
€3,700 - 4,900



218



218 (detail)



217



219

218 ♦
A FINE SCRATCHBUILT 1:8 SCALE MODEL OF THE 1955 LE MANS WORKS AUSTIN HEALEY 100S 'NOJ 393', BY JOHN SHINTON OF THE HEALEY TOY FACTORY,
 one of only two examples built, finely detailed kerbside model of the car driven at the 1955 24-Hour Le Mans race, constructed from white metal, stainless steel and pewter parts, with resin body, finished in British Racing Green race livery and wearing 1955 Le Mans number '26', with accurately detailed interior and dashboard including instruments, racing windscreen, Le Mans filler cap, half tonneau cover, wire-spoked wheels, Lucas type lamps, brightwork and other details, measuring 44cm long, mounted to a wooden display base and with Perspex protective case.
£4,000 - 5,000
€4,900 - 6,100

219 † ♦
A FINE 1:8 SCALE MODEL OF THE 1924 GRAND PRIX DE LYON BUGATTI TYPE 35 BY JEAN-PAUL FONTENELLE OF ART COLLECTION AUTO, FRANCE,
 limited edition, handbuilt, constructed from in excess of 700 steel, brass, and aluminium parts, finished in pale blue paintwork, opening bonnet revealing detailed engine, cockpit with leather seat, aluminium fascia with instrument panel, functioning steering, 'artillery' style wheels with rubber tyres, numbered 'A1 115' under based, measuring approximately 47cm long, mounted on a black plastic base applied with brass plaques and with Perspex display case.
£4,000 - 5,000
€4,900 - 6,100



220 (detail)



221



222

220 ◊

A SUPERB GERALD WINGROVE 1:15 SCALE MODEL OF THE 1932 WEINBERGER BODIED TYPE 41 BUGATTI ROYALE, finely engineered model depicting the black and yellow painted car with hood cover down, opening bonnet, full engine and chassis detail, finely modelled passenger compartment, dashboard and controls, riveted leather trunk to rear, the model signed Gerald Wingrove MBE (Model Engineer) on the underside, sold together with a wooden transport box.

£10,000 - 12,000
€12,000 - 15,000

221 ◊

A C.I.J. P2 ALFA ROMEO TINPLATE RACING CAR, FRENCH CIRCA 1930, finished in orange with racing number 2 to sides and front grill, brown painted seats with large steering wheel, hand brake to side, bonnet with leather straps and exhaust to side, treaded tyres with brake drums and dummy shock absorbed suspension to front, clockwork motor driving the rear wheels with key, 53cm long, contained in a 1930's 8C Alfa Romeo saloon running board tool box, restored in light green with chromed script and brightwork, 28 x 61 x 34.5cm.

(2)
£4,000 - 5,000
€4,900 - 6,100

222 ◊◊

'THE SAWDUST SPECIAL' INDYCAR SOAPBOX DOWNHILL RACER BY PETER VIVIAN'S SUPERIOR SOAPBOXES based on a Miller IndyCar from the mid '30s, made entirely from reclaimed Mahogany and Mahogany veneered plywood, strong 40-spoke 20 inch wheels, twin bicycle calliper brakes, steering via crown wheel and pinion with custom designed hand-built steering wheel, overall length is 183cm long, 76cm track.

£2,000 - 2,500
€2,500 - 3,100

223 ◊◊

AN AUSTIN PATHFINDER CHILD'S PEDAL CAR, 1949, pressed steel panel construction, stamped '98 6 49' to seat panel, finished in British Racing Green with number 7 roundel and Union Jack flag, removable bonnet with leather straps revealing engine detail, chromed grille, fishtail exhaust and brightwork, bonnet badge, handbrake, red-painted wheels fitted with pneumatic Dunlop Cord tyres, replaced tan leather seat upholstery, Perspex aero screen, steering wheel with enamel badge centre and dashboard with dummy instruments, 160cm long overall, offered together with spare 'Champion' spark plug rubber covers, four inner tubes, tyre pump and Rubena spare tyre.

(9)
£2,000 - 2,500
€2,500 - 3,100



223



224



225

224 ♦♦

AN AUSTIN PATHFINDER PEDAL CAR,

in fully restored condition, two owners from new, the vendor having purchased the car from the original owners family in un-restored condition before embarking on a much needed 'ground up' restoration (copy restoration photographs on file) stamped under the seat 28/7/49.

£2,500 - 3,000

€3,100 - 3,700

225 ♦♦

A '1913 MODEL T FORD SPEEDSTER' CHILD'S CAR,

custom made working model of the famous 'Model 'T' Ford Speedster', approximately half size, 221cm long, 97cm wide and 97cm high, driven by 24 Volt electric motor and trans-axle, capable of 8mph with forward and reverse, traditionally constructed with steel box section chassis, aluminium clad wood body, steel fenders and seat back, dummy petrol tank fitted with removable adult driving seat, accelerator pedal, rack and pinion steering, hand and foot front-wheel brakes, 300 x 17 wire spoked wheels with pneumatic tyres and spinners, 2 x 12 Volt batteries under the front seat, working head and side lights, working tail light, mock starting handle, working bulb horn and Perspex windscreen, coachwork finished in brilliant yellow with red lining, red wheels and black leatherette upholstery.

£6,000 - 8,000

€7,400 - 9,800



226



227

226† ♦♦

A '1959 LE MANS TRIBUTE' HALF-SCALE MODEL OF THE WINNING ASTON MARTIN DBR1, BY THE EVANTA MOTOR COMPANY OF HERTFORDSHIRE, ENGLAND,

numbered 4 of a limited edition of 59 examples built, a static model of the car to commemorate the victory by Roy Salvadori and Carroll Shelby at the 24-hour race, fibreglass body shell with removable bonnet and rear panel, plastic windscreen, chromed spoked fixed wheels with spinners fitted with pneumatic tyres, the cockpit with two canvas seats, dashboard bearing maker's plaque and with dummy instrument panel and wooden laminated steering wheel, bodywork finished in Aston Martin Californian Sage Green and bearing number '5' race roundel with drivers' details to each side, measuring approximately 203 cm long, 83cm wide and 53cm high, offered together with mock 'V5 registration document' and 'test certificate'.

£12,000 - 14,000
€15,000 - 17,000

227† ♦♦♦

A 'FIAT JOLLY' GOLF BUGGY, 2008.

Yamaha G11 electric powered golf buggy, 2008 model, chassis powder coated for better appearance and protection, as/new when the fibreglass 'Jolly' body was fitted, finished powder blue with chromed brightwork, original style seating, framework, sunshade and many fittings carefully replicated to a high standard, overall 270cm long by 132cm wide, offered for sale with a memory stick containing instructions, build details, images etc of use to the new owner. It performs and behaves as a modern Golf Buggy and comes complete with charger, it also has a separate chargeable battery for the lighting system. This charming electric buggy can be run for minimal cost, ideal for private estate or other similar use, is only intended for use on Private land and is not UK Road Registered.

£6,000 - 8,000
€7,400 - 9,800

Built by a leading design and fibreglass expert, moulded from an original Fiat 500 and mated to a Yamaha golf buggy chassis. Launched at the 2008 Goodwood Revival where it was used by Lord March. While making its debut at the event it caught the interest of Fiat themselves. In 2009 it went to Fiat's factory in Italy for assessment. Whilst with them it was made available and used at the 2009 G8 summit in L'Aquila, Italy and Silvio Berlusconi also drove it around Turin. Talks progressed over the next year for a limited production run of 500 vehicles to be sold as golf buggies on their accessory range but due to the economic downturn it was decided not to proceed with the project. The 'Jolly' was returned to the UK where the owner then 'moth balled' it until late last year when it was fitted with new batteries and prepared this auction.

228
NO LOT



CHARITY LOTS



Wings for Life provide funds for cutting-edge research projects and clinical trials across the globe aimed at accelerating progress towards a cure for spinal cord injury.

Since Wings for Life was first founded, 82 spinal cord research projects have been funded at the world's most well respected institutes and a number of vital breakthroughs have been made.

The charity is supported by many ambassadors who promote their work including Infiniti Red Bull Racing's Sebastian Vettel and Mark Webber.

The developments in research so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go to directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Nikki Wilson
Head of Wings for Life UK

229

A SIGNED SEBASTIAN VETTEL HELMET BY ARAI, USED DURING THE RACE WEEKEND AT THE MONACO GRAND PRIX, MONTE-CARLO, 2013,

Snell number SH129811, signed by four times World Champion Sebastian Vettel on the helmet dated 'Monaco 2013', numbered SV-R-06/13-11, each Sebastian Vettel helmet has a unique design for every race, this 'Glamorous Monaco' helmet by Jens Munser Designs reflects the lifestyle and history of the iconic race track and the Principality, the image on the crown commemorates Sir Stirling Moss's famous 1961 victory and the back of the helmet features a vintage pin-up model whose clothes become more transparent as the helmet heats up! Worn, with debris and marks to front, crown and visor/tear-off, offered together with cloth helmet bag, padded Arai carrying bag marked SV in silver pen and a 2013 Red Bull Certificate of Authenticity. (4)

£10,000 - 12,000
€12,000 - 15,000

Qualifying in third place behind the Mercedes drivers Rosberg and Hamilton, Vettel pushed up to finish in second place just 3.889 seconds behind Rosberg who led from the start. Despite not being top of the podium, he set the race's fastest lap on lap 77 with a time of 1:16.577. He was joined on the podium by his Red Bull teammate Mark Webber who finished third.

Sebastian Vettel went on to win his fourth consecutive World Driver's Championship by scoring 397 points, beating Fernando Alonso, who finished in second place in the championship, by 155 points.

LOTS 230-232 ARE OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION: REGISTERED CHARITY NUMBER 1137388

Inspired by Henry, his experience, and in celebration of his life; HSF aims to:

- assist people with brain or physical injuries caused by accident to return to community living by the provision of support for equipment and facilities;
- provide education and training associated with motorsport-related programmes in technology, engineering, and road safety instruction for two and four wheels;
- act as a resource for young people up to the age of 18 by providing advice and assistance and organising programmes of physical, educational and other activities in order to:-

- o advance young people in life by helping them to develop their skills, capacities and capabilities so that they can participate in society as independent, mature and responsible individuals;
- o advance their education; and
- o relieve unemployment.

For more information please visit www.henrysurtteesfoundation.com

**230
JOHN SURTEES' SIGNED 'WORLD CHAMPION 1964' LESTON TWO-PIECE RACE OVERALLS, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION,**

comprising jacket and trousers, the jacket embroidered 'John Surtees World Champion 1964' to breast pocket below Dunlop sponsors' logo, size 38, signed by the driver in black pen to the inside just under the label, the trousers with embroidered Dunlop sponsors logo to left hip pocket, worn by John Surtees during the 1965 season when driving as the reigning World Champion.

(2)

£2,500 - 3,500

€3,100 - 4,300

**231•
A MULTIPLE SIGNED CHAMPIONS EDITION OF THE OFFICIAL FORMULA 1 OPUS, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION,**

from a Worldwide limited edition run of 100, signed by the following Formula 1 World Drivers Champions: Lewis Hamilton, Kimi Raikkonen, Sir Jack Brabham, Emerson Fittipaldi, Alan Jones, Nigel Mansell, Mika Hakkinen, Phil Hill, Niki Lauda, Nelson Piquet, Michael Schumacher, John Surtees, Mario Andretti, Keke Rosberg, Damon Hill, Jenson Button, Sebastian Vettel, Sir Jackie Stewart, Jody Scheckter, Alain Prost, Jacques Villeneuve and Fernando Alonso, comprising 852 pages, over 1000 photographs, sewn and bound by hand in the finest padded black leather covers, and titled 'Champions Edition' to the spine.

£12,000 - 14,000

€15,000 - 17,000



230



232

232

THE PROTOTYPE 'P1' JOHN SURTEES WATCH EDITION BY SCALFARO WATCH COMPANY, OFFERED ON BEHALF OF THE HENRY SURTEES FOUNDATION,

the watch to be launched later this year to commemorate the 50th Anniversary of the John Surtees' victory in the 1964 Formula 1 World Championship, making him the only man ever to have won world championships on both two and four wheels. John Surtees OBE partnered with Scalfaro Watch Company with the aim to create a classic mechanical watch marrying history and achievement with modern technology. After two years of intensive testing, the very first prototype was approved by John Surtees and named "P1". Having gained some "patina" following John Surtees' travels around the globe, it is now updated and marked P1 and JS on the backside. This P1 Prototype is the original master model setting the aesthetical and technical standards for the John Surtees limited Edition of 300 watches which will be launched in 2014. The "P1" represents a piece of history;

38mm case diameter, watch case included, coloured SCALFARO Ceramic DNA Intarsia as well as original material off John Surtees' Championship 1960 MV Augusta and 1964 F1 Championship Ferrari 158, finely decorated Swiss mechanical movement (Cal. ADK 147) incl. engraved rotor, off-shape bezel, sapphire crystal, see-through case back incl. written overview of John Surtees' championship years, black Horween shell cordovan strap, elegant folding buckle, water-resistant to 50m (165ft).

ESTIMATE: REFER DEPARTMENT

233 - 300

No lots



JOHN SURTEES OBE

Born February 11, 1934, in Tatsfield, Surrey, John Surtees, OBE, is revered as one of Great Britain's greatest-ever motor sportsmen. He amassed no fewer than eight World Champion titles, seven on two wheels in 350cc and 500cc motor-cycle racing and one on four wheels for Ferrari in 1964 Formula 1. He then added the inaugural Canadian-American Challenge Cup (CanAm) Championship title driving the Lola-Chevrolet T70 in 1966 that he had helped perfect, and he went on to build and race his own Surtees-Ford Formula 1 cars, winning with them twice at Oulton Park, and taking both Formula 2 and Formula 5000 titles as constructor and entrant.

Riding most prominently MV-Agusta motorcycles, during the period 1958-1960, John Surtees won 32 of 39 races and became the first man to win the Senior TT on the Isle of Man three consecutive years. The adoring Italian tifosi nicknamed him figlio del vento (son of the wind), then simply Il Grande John - 'John the Great'.

He was also a formidable endurance racing driver, combining his natural driving talent with rare mechanical understanding and sympathy. For Ferrari he won the Sebring 12-Hours plus multiple Monza and Nurburgring 1,000Kms races while also excelling for Lotus, Cooper, Lola, Cooper-Maserati and Honda before going his own way. During his remarkable racing career he won 290 of the 621 races he entered and claimed a further 103 podium finishes before his swansong appearance, in the 1972 Italian Grand Prix. Today he is one of the most respected of all surviving road racing veterans -by any standards a great British racing warrior.

"A fine collector's timepiece commemorating my career as the only World Champion on two and four wheels" John Surtees OBE



MOTOR CARS

Friday 27 June, 14:00

Lots 301 - 390

Further images of each lot can be found at:
www.bonhams.com/21906





301

1951 TOJEIRO-MG SPORTS

Registration no. TOJ 1

Chassis no JAK 6916

Engine no. XPAG 7565

1

John Tojeiro with TOJ 1 © Jo Moss Kitcher



This car was the first to be designed and built by the late John Tojeiro and is of considerable historical significance. A self-taught car designer and constructor, 'Toj' was one of the pioneers of Britain's motor racing renaissance in the post-war years and began, like so many others, by building a special for his own use. He is best remembered nowadays for his role in the gestation of the AC Ace and its Cobra derivative. An influential and widely imitated design, the Ace could trace its origins back to the one-off sports-racer that Tojeiro built for Cliff Davis in 1952. The success of Davis' Bristol-engined Tojeiro - registration 'LOY 500' - prompted AC Cars to acquire the rights to the design, which was put into production in 1954 as the Ace using AC's own venerable, 2.0-litre, six-cylinder engine. 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.

Tojeiro's subsequent designs were somewhat less successful, though he can claim the credit for creating the world's first mid-engined GT coupé sports-racer. The latter had resulted from a commission from Écurie Écosse, and two Coventry Climax-engined examples were built for the 1962 Le Mans 24-Hour Race, though only one made the start. The solitary Tojeiro-Climax failed to finish but the two cars, re-engined with American V8s, went on to achieve considerably success on British short circuits, most notably with future World Champion Jackie Stewart at the wheel.

The accompanying Tojeiro Register certificate confirms that this car is the first built, stating that Mr Tojeiro had authenticated it as being his 'number one chassis' after making a close inspection of it in June 1992. The late owner had acquired this car in a derelict condition from Mr David Jeffery of Gatwick, West Sussex in 1988.

Its first owner is known to have been Mr K O King of King & Harper (Motor Engineers). The Tojeiro has had various registration numbers in the past, the previous being '239 BER'. When the current registration was offered, the owner could not resist it.

He subsequently commissioned a detailed restoration of the car, which included a replacement two-seated sports body in '166 Barchetta' style. The total mechanical rebuild was carried out by Paul Kitcher of Milford-on-Sea, Hampshire while the body was built by acclaimed specialists Rod Jolley Coachbuilding of Lymington, Hampshire using Carrozzeria Touring's Superleggera system of construction, employing a lightweight tubular steel structure to support the aluminium-alloy outer body panels.

The car's mechanical specification includes a channel frame chassis; all-round independent suspension by means of transverse leaf springs and lower wishbones; rack-and-pinion steering (modified Morris Minor); MG XPAG 1,350cc engine; MG TC Gearbox; and an ENV differential. Rebuilt and developed by George Edney, the engine incorporates a Phoenix steel billet crankshaft, Edney racing camshaft, Laystall aluminium cylinder head (gas flowed), 11:1 compression ratio and twin 1½" SU carburettors.

John Tojeiro saw the rebuilt and finished car in August 2004 and seemed to be entirely satisfied with the end product. After his death in April 2005, 'TOJ 1' was present at his memorial service at Guilden Morton, Hampshire. Since its completion the Tojeiro has covered only some 2,700 miles and is described as in generally very good condition. Offered with current road fund licence and V5 registration document (with the most appropriate TOJ 1 registration number), it represents an opportunity for the connoisseur to acquire a unique piece of British sports car history.

£50,000 - 70,000
€62,000 - 86,000



The ex-Earls Court Motor Show 1962 FACEL VEGA II COUPÉ

Registration no. 3 GXK

Chassis no. HK2 B 148

Engine no. TY8-613270

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

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

1

'LBH 8C' as discovered in Islington, London after 24 years in storage, January, 2014

Founded by Jean Daninos in 1939, Forges et Ateliers de Construction d'Eure-et-Loir (FACEL) specialised in the construction of aircraft components and metal furniture. After the war the company engaged in the supply of car bodies to Panhard, Simca and Ford France, before branching out into automobile manufacture in its own right with the launch of the Vega at the 1954 Paris Salon. Government legislation had effectively killed off France's few surviving luxury car manufacturers after WW2, but that did not deter Jean Daninos in his bold attempt to revive what had once been a great French motoring tradition. A luxurious Grande Routière, the Vega took its name from the brightest star in the Lyra constellation and featured supremely elegant coupé bodywork welded to a tubular-steel chassis. There being no suitable French-built power unit, Daninos turned to the USA for the Vega's, that chosen initially being Chrysler's 4.5-litre V8, while there was a choice of push-button automatic or manual transmission.



Launched in 1961, the Facel II was destined to be the last of the V8-engined models, production ceasing in 1964 after an unsuccessful venture into engine manufacture effectively bankrupted the company. Production of the preceding HK500 amounted to only 500-or-so units between 1958 and 1961 and that of the Facel II to a mere 182. Today these rare Franco-American classics are highly sought after.

From the late 1960s into the 1980s, this car's owner was one of Britain's foremost television producers/directors, working on a diverse selection of programmes including 'World-in-Action', 'Disappearing World', 'Coronation Street', 'Bergerac', etc. He had always loved Facel IIs and in his teens had often seen a silver example parked outside the Écurie Écosse Garage in Merchiston Mews, Edinburgh, with its famous mud-spattered 1956 Le Mans Jaguar D-type in the window, which his brother eventually bought.

In 1971 the vendor was in the process of finishing the first of Granada Television's 'Disappearing World' films and was walking down Beauchamp Place in Knightsbridge when a chauffeur-driven blue Facel II drew up. He talked to its chauffeur while the man waited for its owner, Mrs Kleeman, to emerge from San Lorenzo's and was still in conversation with him when she reappeared. The vendor told her that the Facel was the one car he'd always loved. 'Would you like it?' she said. 'We absolutely love it too but my husband now wants something easier to get into the back of.' So he bought '3 GXK' in April 1971. Preparing to drive off in it, he remembers the chauffeur, Mr Hobday, saying: 'You know sir, that wasn't a car, that was a way of life.'

Chassis number 'HK2 B 148' had been one of two displayed at the 1963 Earls Court Motor Show and was first registered to W L Lewis, Mr Kleeman's company/office manager.

For six years the Facel was the vendor's only car, often in Scotland, often in France, and was totally reliable, never letting him down once. Passengers he recalls include psychiatrist R D Laing, singer Johnny Cash, politician Benazir Bhutto, jazz musicians Earl 'Fatha' Hines and Jay McShann, and many famous actors familiar to Granada Television viewers during the 1970s and '80s.

Then he got married and purchased an estate car, and with a career that involved ever more extended periods abroad, found less and less time for the Facel which sat, still loved but rarely used, in his garage in London. Around 1990, after the car had sat un-driven for a year or so, the vendor had the time to take it out once more. To circulate the oil, he removed the sparkplugs and turned the engine over by hand - not an easy thing to do with no starting-handle provision. All seemed fine so the plugs were refitted. The engine started immediately and ran for around 30 seconds before a nasty noise prompted a hasty switch-off. For the last 20-plus years the vendor has been meaning to 'get round to the Facel' but never has, and the car has remained garaged ever since.

Offered for restoration and sold strictly as viewed, '3 GXK' comes with its original logbook, expired MoT (1972-73), an AA pre-purchase condition report, Mr Hobday's notebook (kept up by the vendor) and various Jack Barclay and other service invoices dating from the Kleemans' period of ownership. The car also comes with an original owner's handbook (in French and English). An exciting restoration project which, once completed, will reward the fortunate new owner with the satisfaction of having resurrected 'not so much a car, more a way of life'.

£70,000 - 100,000

€86,000 - 120,000





303

***The antepenultimate right-hand drive
3.8-Litre Roadster***

**1964 JAGUAR E-TYPE 'SERIES 1'
3.8-LITRE ROADSTER**

Registration no. CMO 213B

Chassis no. 850940

Engine no. RA6794-9

'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. 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. 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.

Dating from August 1964, this 'Series 1' is one of the very last right-hand drive 3.8-litre roadsters made (the final chassis produced was '850943') and was supplied new via Henlys, London finished in Sand with red leather interior. Circa 1968 the E-Type was sold by Anthony Wolfe Motors, Northolt to a Mr D G Cullen and in 1992 was bought at auction by a Mr Florin, who then had it fully restored by the Yorkshire Vintage & Classic Car Company in Leeds (all bills on file).

The car was subsequently sold via Jim Nicholson, Gosport to one John Robert Wheeler, who undertook a full cosmetic restoration, returning the livery to the original Sand, which was carried out during 2012/2013. The engine had already been rebuilt by A A McInnes of Bradford in 1994, since when only some 2,000 miles have been covered. Bought by the current vendor and enjoyed last year, CMO 213B has covered approximately 500 miles since its most recent restoration and is only offered for sale as the owner is seeking a more sedate classic.

Described as in generally very good condition, sporting serviceable original red leather seats, with excellent engine and chassis, the car is offered with JDHT certificate, maintenance chart, MoT/tax to February 2015, V5C registration document and a substantial history file containing extensive maintenance/restoration bills and photographic records of works carried out. A stainless steel exhaust, 4-pot brake callipers and a Kenlowe electric cooling fan are the only notified deviations from factory specification.

£60,000 - 80,000
€74,000 - 99,000

304

***Property of a deceased's estate,
one of only 42 right-hand drive examples***
1974 MASERATI BORA 4.7-LITRE COUPÉ

Registration no. LFW 554P

Chassis no. 117 221

Engine no. 117 221



'For a man who wants the last word in sports cars, a mid-engined machine is essential. Racing single-seaters are built to this configuration and so the mid-engined car must be right!

'It is thus of great interest that the famous Maserati firm, which has tended to be somewhat conservative in recent years, has now placed an advanced mid-engined coupé on the market.' – John Bolster, *Autosport*.

The highlight of 1971 Geneva Salon was undoubtedly the sensational new Maserati Bora. With the Bora's introduction, the great Modenese manufacturer followed other supercar constructors in going mid-engined while at the same time abandoning its traditional tubular chassis technology in favour of unitary construction. Named after an Adriatic wind, the Bora was the work of Giorgetto Giugiaro's Italo Design, at least as far as its bodyshell was concerned; the mid-mounted engine was Maserati's familiar four-cam V8 in 4.7-litre form, the five-speed transaxle came from ZF and the all-independent double-wishbone suspension was penned by Giulio Alfieri, co-designer of the legendary 250F Formula 1 Grand Prix car. One of the first 'new generation' models to appear following Maserati's acquisition by Citroën, the Bora used the latter's hydraulic technology to adjust seats and pedals, raise the headlamps and operate the excellent power-assisted brakes. A slippery shape plus 310bhp made for a very fast car - top speed was over 160mph (258km/h) - and the Bora had acceleration, handling and braking to match.

By January 1976, Maserati's management apparently had discussed shelving the Bora but later that year decided to continue, though with an enlarged 4.9-litre V8 engine. Only some 25 Boras were made that year, and the total produced from 1971 to 1978 was only 564. The type was finally phased out in 1979. *Motor* magazine concluded its March 1973 road test thus: 'The Bora impressed us as one of the best and most civilised mid-engined exotics we've tried, better developed than most of its ilk and immensely rewarding to drive, especially to drive fast on cross-country roads.' What more could any enthusiast want?

The Bora was a stunning supercar by any standards, both then and now. Supplied new in the UK, this particular Bora was built in June 1974 with the 4.7-litre engine and is a rare right-hand drive example, one of only 42 made. It was originally finished in silver with blue leather interior. The car is offered from the estate of the late Simon Phillips, prominent BRDC member and well-known collector. In 1988 the Maserati was subject to a total bare-metal restoration by Mototechnique and Rardley Motors, since when it has covered only some 20,000 miles (the current odometer reading is 44,000 miles). The engine received new cylinder head gaskets this year and is said to run well, while the rest of the car is described as 'solid', albeit in need of further renovation to bring it back to the highest standard. Accompanying paperwork consists of the 1988 restoration invoices, a current MoT certificate and V5 registration document.
£40,000 - 60,000
€49,000 - 74,000



305 *

**The ex-works 1960 Le Mans 24-Hour race 2-litre
1960 LOTUS LX GRAND TOURING TWO-SEATER**

Chassis no. 1255



Here we are delighted to be offering not just another fine example of the peerlessly beautiful, original-series Lotus Elite, but also perhaps the most special variant of the entire production run – the almost legendary ‘big-engined LX’.

While Colin Chapman was only ever really interested in building racing cars, he was also anxious that his embryo company should have a firm commercial foundation upon which to survive and grow. To provide such a foundation he created the Type 14 Elite as a road-cum-racing Grand Touring Coupe, and it was first announced in 1956 as the immensely far-sighted forerunner of a new age of composite-construction, monocoque-chassised performance cars.

The cars made their mark in competition from 1959 forward and in 1960 this very special version of the futuristic little Coupe was built with one major objective in view. It might, with luck, just have been capable of winning the Le Mans 24-Hours race, the most prestigious single-race prize in the world of International motor sport.

The engine to be used was a 2-litre Coventry Climax FPF twin-overhead camshaft unit, a very different proposition from the specially-tailored 1216cc Climax FEW 4-cylinder single-came unit with which standard production Elites were equipped.

The new car combined a huge boost in both power and torque with its tiny frontal area, slippery shape and ultra-lightweight construction to possess immense promise. However, its Le Mans foray was ill-starred from the beginning. It had been entered by Lotus Engineering and had been jointly financed by enthusiastic amateur owner-drivers Jonathan Sieff – scion of the Marks & Spencer retail family – and Michael Taylor.

The latter had been prime customer for the first Formula 1 Lotus-Climax 18 single-seater which he entered in the 1960 Belgian GP, only to suffer a life-threatening crash during practice when the car’s steering failed, pitching him way off circuit at La Carriere corner, ending up deep in the forest, grievously injured and in fact overlooked as rescuers attended to Stirling Moss, injured when his 18 had crashed on the opposite side of the long circuit.



Next day, the Belgian GP proved even more tragic for Team Lotus as long-time loyal driver Alan Stacey was struck in the face by a bird, lost control of his Type 18 and died in the ensuing crash near Malmédy. Alan Stacey had been entered to co-drive the new LX at Le Mans, sharing the wheel with Innes Ireland. Alan Stacey had been motor racing mentor to a fellow Essex-based enthusiast, the youthful Sir John Whitmore. He was at Le Mans as a reserve driver with the Aston Martin team, but as news of Stacey's death was digested he was released by Aston to share the Lotus LX with Innes Ireland.

However, he found the normally rugged, but always temperamental and demonstrative, Scot was even more deeply affected and depressed by Stacey's death than he himself. Innes had completed just one practice lap in the new car before its 2-litre engine began to overheat. Innes also considered that the car was too softly suspended and nose heavy – although its scrutineering weights (712kg overall – distributed 318kg front/394kg rear) indicated that if anything it was actually tail-heavy. Post-practice it was found that one rear tyre was under-pressure, but Innes Ireland's confidence had been sorely tested and proved wanting.

Later, when Sir John drove the car with its tyres properly pressured he was impressed by its potential – but his enthusiasm could not raise the cloud which had settled over the Lotus Le Mans team...and it then grew even darker.

Jonathan Sieff was practicing in his own 1216cc Lotus Elite when the car left the road at very high speed on the Mulsanne Straight and sliced in two against a trackside electricity pylon. The driver was very badly injured and while he lay in jeopardy in an intensive-care hospital bed, Innes Ireland abruptly decided he wanted no part of Le Mans that year. He borrowed Sir John Whitmore's minivan – bought because they were free of purchase tax in the UK and provided standard Mini performance and cornering for just £395 – and set off for the ferry home. Without a co-driver the Lotus LX entry at Le Mans had to be cancelled and the car that Colin Chapman really considered a true challenger for major success there would not start the Grand Prix d'Endurance.



Now, for the first time in 16 years, this intriguing Le Mans might-have-been is offered here for sale by auction. As described by the eminently well-qualified authority Tony Dron in 'Octane' magazine's July issue this year after testing the LX at Goodwood, "...this is a car that could prove devastatingly quick in a wide range of historic events. From a serious collector's point of view, it would be attractive as the interesting oddball that never raced as its designer intended but, to a competitive driver, it must look like a secret weapon that has been hidden away for too long...".

In a typically last-minute Lotus frenzy, the LX was completed in a rush for Le Mans, but great thought was invested in its preparation. Its engine bay was reinforced to accommodate the torque and power of the enlarged engine while the gearbox and final-drive were also specified to match...for 24 hours. Fuel capacity was increased markedly, with a 12.8-gallon tail tank augmented by an additional 9-gallon tank shoe-horned into the nearside front wing section. Overall fuel capacity was 21.8 Imperial gallons.

Suspension, brakes and steering were all derived from the parallel Lotus 18 Formula 1 programme, but the LX was externally almost indistinguishable from the standard production cars – just two bonnet-top NACA ducts and larger-than-standard 5.00x15 front and 6.00x15 rear wheels giving away the 2-litre FPF-engined game.

The car was sold later that year to the independent Team Elite organization, with the objective of running at Le Mans in the 1961 24-Hours but even that plan was then pre-empted when the LX was crashed in a club race at Rufforth airfield in April, 1961, and then Team Elite encountered financial difficulty. The damaged LX was then dismantled and the bodyshell was rebuilt to accommodate the normal Climax FWE engine as a club racer.

While the car had been taken to Le Mans on the 'borrowed' road registration number '6 SME', the now 1216cc re-assembled racer would be formally road-registered in the UK as '1992 AR', and later 'JVS 261'. Starting with a new owner named W.A. Bickerton-Jones, the car passed through five different ownerships before its acquisition in 1995 by its present American vendor. Seeking to establish the true story of his newly-acquired Lotus Elite he approached Ron Hickman – millionaire engineering mastermind behind the Workmate concept who in period had been Lotus's chief road car designer.

1
The LX during scrutineering at the 1960 Le Mans 24hr, Lotus Engineer Henry Lee is standing on the left.

2
W.A Bickerton-Jones, Mallory Park, 26th December, 1963



After some 2½ days of painstaking examination, Mr Hickman confirmed “with 100% certainty” that the bodyshell is that of “the original Le Mans 2.0-litre Elite”.

A complete ground-up restoration to its original specification was then undertaken by leading specialist Kelvin Jones, representing a six-figure Sterling investment. The re-completed car with 1964cc twin-cam Climax FPF engine, developing some 176bhp at 6,500rpm, has been track-tested satisfactorily on three different circuits. It is self-evidently today a 2-litre Grand Touring car of prodigiously competitive Historic racing potential.

Offered with a comprehensive history file, including the restoration invoices, aforementioned letter from Ron Hickman, an additional authentication letter from Team Elite’s Team Manager Cyril Embrey, a copy of the Le Mans entry form for the LX, various letters from previous owners, copies of the original 1960 Le Mans Official Programme with 1960 Le Mans Regulations booklet and Team Elite’s Carnet de Passages for the LX.

The Lotus Elite Project

Colin Chapman’s Lotus Elite concept – developed in conjunction with his friend, Lotus owner and accountant Peter Kirwan-Taylor- emerged as a moulded glassfibre monocoque chassis/body unit comprising three major mouldings. At the rear a triangular box section provided attachment points for the final drive and rear suspension. The centerline transmission tunnel, sills and roof panel all contributed to the bodyshell’s structural integrity while virtually the only structural-steel item within the structure was a hoop uniting the roof, scuttle and sills. A sheet steel frame provided front suspension pick-ups while a steel section beneath the windscreen supported the steering column, instrument panel and handbrake base.

While its structural concept was breathtakingly futuristic by the standards of the mid-1950s, the finished Elite’s exquisitely proportioned styling is credited to Peter Kirwan-Taylor. Aerodynamicist Frank Costin is said to have advised upon the finished shape, most particularly regarding the cut-off ‘Kamm effect’ tail which contributed to the sleek little Coupe’s remarkably low drag coefficient of only 0.29.

3
W.A Bickerton-Jones with the LX, Burton-on-Trent, 1963-64

4
Rob Cochran with the LX, Tetbury, 1964-67

5
Sir John Whitmore reunited with the LX at Goodwood with *Octane’s* feature by Tony Dron, June issue, 2014



While Colin Chapman was happy that he had achieved highly acceptable standards of accessibility and accommodation with the finished bodyshell, he was disturbed to find so few proprietary engines capable of endowing the finished car with the road-racing performance he also required. Eventually he was able to prevail upon Leonard Lee, head of the Coventry Climax engine company, to enlarge the basic 4-cylinder single overhead-camshaft FWA engine by combining the block and cylinder bore of the FWB with the shorter-stroke of the FWA to displace 1216cc, thus placing the finished car within the up to 1300cc category of International competition.

Power output of this Coventry Climax 'FWE' – for 'Elite' – engine was a modest 75bhp, but in the sleek and lightweight glassfibre monocoque car it was capable of prodigious race-winning performances within its category. The original intention had been to enter a standard Lotus Elite in the 1957 Le Mans 24-Hour race, but in fact the first running prototype was not available until the Geneva Salon of March, 1958.

All glassfibre work to produce the original bodyshells was sub-contracted by Lotus to external suppliers, the Bristol Aeroplane Company eventually being commissioned to manufacture at the rate of 15-20 per week. Despite Colin Chapman's reputation-covering protestations that he had only ever intended the new Elite to be a road car, it was inevitable that Lotus aficionados would quickly begin to race them.

Private owner Ian Walker won at Silverstone in the May meeting of 1958 and when the youthful Jim Clark drove one against Colin Chapman in another at Boxing Day Brands Hatch the engineer recognized latent potential in the young Scottish sheep farmer...

The 1959 Le Mans 24-Hour race saw Peter Lumsden/Peter Riley finish eighth overall and wining their class – with Jim Clark/Sir John Whitmore 10th in another Elite - while in 1960 a pair of Elites co-driven by Roger Masson/Claude Laurent and John Wagstaff/Tony Marsh placed 1-2 in the 1300cc category and 1-2 in the lucrative Index of Thermal Efficiency competition. In fact Lotus Elites won their class at Le Mans for the following four years.

A Series 2 model was developed with revised rear suspension mounting and improved suspension geometry and at the 1960 London Motor Show an Elite Special Equipment variant was launched with enhanced engine breathing, and some 83bhp. Continuing engine development of the Climax FWE finally saw it offering as much as 105bhp in showroom order. Better headlamps, a heavy-duty battery – even a heater as standard (!) – were also introduced as the ever-beautiful Lotus Elite ran on through its production life into 1963, when it was finally replaced by the more economical-to-produce separate-chassis Lotus Elan.

Today the revolutionary Lotus Elite is rightly revered as an innovative landmark design in the finest Lotus tradition, immensely desirable, and an asset to the collection of any true Grand Touring car connoisseur. In the case of this unique 2-litre twin-cam engined LX, here indeed is a car which far transcends the 'ordinary' bounds of enthusiasm for the Lotus marque alone...

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

£80,000 - 120,000

€99,000 - 150,000



306

**The ex-Jim Clark 1966 Guards Trophy race,
Peter Westbury, Mac Daghorn
1966 FELDAY-BRM 4 GROUP 7
SPORTS-RACING PROTOTYPE**

1,2,3 and 4
Jim Clark in the Felday-BRM 4 during his
famous outing in the car, Brands Hatch, 1966
© Ted Walker

Sic transit Gloria – ‘thus passes glory’ or ‘worldly glory is but fleeting’ – is a phrase very seldom used in any auction description. But here we feel it is entirely apt. It applies emphatically to the neglected condition of what should be – as we hope perceptively connoisseurial bidders will recognize – the still saveable remains of a uniquely significant sports-racing car once driven Internationally by none other than the legendary, double-Formula 1 World Champion Driver, Jim Clark.

The Scots genius was always a curious-minded, inquisitive racing driver – always eager to pit his instinctive talents against a challenge which was different, new, exotic and in this case immensely sophisticated. This Felday 4 had been built by former RAC British Hill-Climb Champion turned most capable circuit-racing driver, Peter Westbury. He had previously won the British title in the ex-Stirling Moss front-engined 4-wheel-drive Ferguson-Climax P99, and had been immensely impressed by the Ferguson Formula all-wheel drive system. Consequently he had set out with Harry Ferguson Research Ltd’s enthusiastic support, to adapt such a system to modern sports-prototype competition.

He had established his Felday Engineering business in his home village of Holmbury St Mary – old name ‘Felday’ – in the Surrey hills between Guildford and Dorking. In 1963 he had won the Hill-Climb Championship in his self-built Felday-Daimler 1 single-seater, and after clinching the British title he was loaned the Ferguson-Climax P99 to demonstrate at the Wiscombe Park hill-climb.

While building a projected Felday 2 for the sports car European Mountain Championship, Westbury was loaned the P99 for the opening rounds of the 1964 RAC British Hill-climb Championship. Before Felday 2 got very far, an 1880cc BRM V8 engine was acquired and another spaceframe two-seater sports car project began, the Felday 3. However, its completion was shelved as the P99 clinched Peter Westbury’s second consecutive British Championship title.

Still determined, in the Autumn of 1964, to contest some European Mountain Championship events, the shelved Felday 3’s BRM V8 engine was installed instead in a Lotus 23B chassis, while Felday Engineering moved into larger premises – at Forest Green.

Still eager to succeed in Europe, Peter Westbury embarked upon the Felday 4 – the innovative car whose remains are now offered here.

He produced a sheet-steel ‘monocoque’ backbone structure for his ‘Mark 4’ with the BRM V8 engine turned about-face at the rear, clutch at the front. Ferguson FF transmission then drove to all four wheels. The chassis structure was displayed bare at the January, 1965, London Racing Car Show, but progress remained slow while BRM loaned its P67 4WD single-seater to Peter for occasional hill-climb use.

The Felday-BRM 4 finally made its racing debut in the Boxing Day Brands Hatch meeting. An occasional race programme was then pursued with the 2-litre 4WD car, Westbury and team-mate Mac Daghorn – who had been working at Felday Engineering for some time - both shining at club level.



Denis Jenkinson of *'Motor Sport'* magazine was a great fan of the programme, and he reported how for the new marque's International debut in the August Bank Holiday Monday Guards Trophy race at Brands Hatch, Mac Daghorn was to drive the brand-new Felday-Ford 5 'big banger' – see Lot 407 – while "...Felday 4 was driven by none other than Jim Clark. Among the many reasons that led up to Clark driving the Felday 4 was the fact that Colin Chapman..." - head of Clark's Lotus Formula 1 team – "...had been showing an interest in the Ferguson 4WD mechanism, and thought his number-one driver should get some practical experience..."

During practice Jim Clark very quickly got the hang of 4-wheel-drive motoring, lapping just 1sec outside Denny Hulme's class record. However, before Saturday's session an electrical short-circuit prevented the car starting. Regardless, Jimmy was fastest of the 2-litre contenders, starting on row four alongside Denny Hulme in Sid Taylor's Lola-Chevrolet T70 Spyder.

The Grand Prix circuit's surface was greasy, and Jim Clark exploited the Felday's 4-wheel-drive system to the full to win Heat One's 2-litre class, eighth overall behind four Lola T70s and three McLarens.

Rain began after five laps of Heat Two, flooding triggering red flags three laps later. After a long delay it was decided to re-run the Heat over 20 laps instead of the original 30. Sadly for Felday, Clark's BRM engine died on the grid, a push-start incurring a one-minute penalty. The car then began to smoke, and was black-flagged. Clark still qualified as a finisher, fourth 2-litre class while sharing the class fastest lap.

With the demise of major-league sports car racing in the UK at the end of that year, the sports-racing Feldays were all dressed-up but with nowhere to go. This ex-Clark '4' was campaigned by hill-climber John McCartney in 1967-70, then advertised during October 1970.

The information file compiled by late owner Graham Galliers includes notes suggesting that the BRM engine and Ferguson FF 4WD transmission system both passed to hill-climbing BRM P67 owner David Good in 1971. By that April the car was being advertised by 'Low Cost Racing of Farnham' as an engineless rolling chassis. The advertisement trail dries up after October 1971.

We understand that the car was converted by Tammy Aberg (ex-Dennis Poore equip) and John Head of Rosary Garage, Bramshaw, installing a Rover V8 engine and Hewland rear-drive transmission for autocross exponent Ken Piper. The resultant special enjoyed some success in his experienced hands, while the car's long-discarded FF 4WD transmission seems to have been last heard of with an American mechanic named Rob Thurman who had been with Mike Spence in the late 1960s. According to his then colleague Bob Dove, Mr Thurman had all of the Felday 4's transmission parts in the living room of his London house in 1971. He is assumed to have taken the system with him when he returned to the US soon after...

Another lead part followed-up by Graham Galliers involved Malcolm Angood who had been David Good's mechanic when he ran the 4WD BRM P67 and who reputedly "had a complete spare transmission for that car under his bench". There remains the possibility that the Felday 4's FF system may yet be retrievable, or at least re-sourceable...

The badly deteriorated remains of this fascinating – and significant – sports-racing prototype (including cut-down bodywork of 'beach buggy appearance') were retrieved from contemporary intermediate owner David Kendall in the West Country by leading restoration and preparation specialists Hall & Hall in 2005, and were then acquired – complete with Rover V8 engine and Hewland gearbox - by Graham Galliers in 2006.

For a new owner with the compassion, the heart and the wherewithal to rescue this iconic 4-wheel-drive sports-racing prototype, posterity will plainly be indebted – while this once-sophisticated ex-Jim Clark contender could in future years provide an immense 'up-side'. We at Bonhams recall the car most vividly from that Brands Hatch international race meeting 47 years ago, flickering around the Grand Prix circuit at jaw-dropping pace, driven by that familiar little figure in the dark-blue crash helmet with his trademark white peak...Jim Clark, no less... Offered without reserve and sold strictly as viewed.

£5,000 - 7,000

€6,200 - 8,600

No Reserve



**The ex-Mac Daghorn, Brands Hatch Guards Trophy race
1966 FELDAY 5 GROUP 7 SPORTS-RACING PROTOTYPE**

Chassis no. 5001

1, 2 and 3
Peter Westbury testing the Felday 5, Brands
Hatch, 1966
© Ted Walker

Peter Westbury's Felday Developments company at Holmbury-St Mary near Dorking in the Surrey hills built this technology-proving spaceframe-chassised sports-racing car for Group 7 'big-banger' racing in the 1966 season.

While the company's smaller sister car, the backbone-chassised Felday 4 with 2-litre BRM V8 engine and ground-breaking new Ferguson Formula 4-wheel drive transmission, had won at club racing level driven by both Peter Westbury and his Channel islander team-mate Mac Daghorn, it would achieve undying fame by becoming the car loaned to double-Formula 1 World Champion driver Jim Clark for the major Guards Trophy race which headlined the annual August Bank Holiday Monday meeting at Brands Hatch. While the brilliant Scotsman would explore the Felday-BRM 4's potential within the Guards Trophy's 2-litre category, the spaceframe 'big-sister' Felday-Ford 5 was prepared simultaneously to make its racing debut that day, driven by Mac Daghorn.

The new car had first turned a wheel during an unofficial test session at the Kentish circuit on the preceding Thursday. Its spaceframe chassis structure had been designed by engineer Mike Hillman and welded-up from large-diameter round and rectangular-section steel tubing. Externally the Felday 5 looked very similar to the Felday 4 with its nose and tail body sections and drop-down doors each side in moulded glass-fibre. Aluminium sill sections on each side accommodated 25-gallon fuel tanks. Felday-designed cast-magnesium wheels were fitted, with 15-inch x 10-inch wide same-size rims front and rear. In the light of test experience that day 12.10 x 15 Firestone rear tyres were adopted, with 9.20 x 15s at the front. A simple carburettor intake scoop was also added to the car's rear deck.

In its original Guards Trophy form the car was powered by a Holman & Moody-prepared 7-litre Ford V8 engine, converted by Felday to dry-sump lubrication, and rigidly mounted to help stiffen the car's rear bay. Mike Hillman's all-independent suspension system was fully adjustable for camber, castor and toe-in.



The original Ferguson 4-wheel drive system was Harry Ferguson Research Ltd's P121 system, co-manufactured with Valerio Colotti's GSD works in Modena, Italy. A single transmission aggregate mounted behind the Ford V8 engine comprised gearbox and control unit, and provided four forward gears plus reverse. With a less powerful engine than the 510bhp, 475lbs/ft torque H&M Ford unit, five speeds would have been built into the same FF P121 casing. Torque-split was approximately 33-67 per cent front/rear. A three-piece prop-shaft powered the front wheels and both front and rear half-shafts used constant-velocity Rzeppa-pattern universal joints at each end.

Girling CR caliper disc brakes were featured inboard on the half-shafts both front and rear, 13 1/2-inches diameter front and 11-inch rears. Peter Westbury told the press that entries were being considered in the forthcoming CanAm Challenge Cup race series in the US and Canada "if a sponsor can be found".

Unfortunately, the search proved fruitless and Daghorn retired the car from its Guards Trophy debut with brake problems. The car was described in a brief photo feature in the British monthly 'Motor Racing' magazine – issue date October 1966 –but with the Group 7 sports-racing car category being abandoned for 1967-68, this complex projectile was all dressed up – with nowhere to go.

Hill-climb Champion Peter Westbury then sold the car to fellow hill-climber John McCartney although there seems to be no record on file of him actually using it in competition. It then passed to omnipresent dealer J.A. Pearce in Southall, Middlesex,

From whom c. 1972 it passed as a rolling chassis only – without 4WD transmission system - to enthusiast Maurice Starbuck of Sheffield. He bought March 701 wheels for it from the Bicester factory and supposedly the aluminium body from the sister 2-litre Felday 4 from McCartney although this seems unlikely given the apparent size difference between the two cars.

We understand that Maurice Starbuck then fitted the car with a Chrysler Hemi V8 engine and a Ford GT40/Lotus 30-type ZF transaxle gearbox before campaigning the car briefly in the early 1970s. He subsequently stored it for many years until Shropshire builder and racing enthusiast Graham Galliers bought it for his own growing collection of exotic and unusual competition cars c. 2008.

We are told that Felday 5's 4WD system passed to Peter Westbury's eventual successor as RAC British Hill-climb Champion David Hepworth who used it with immense success in his Guyson-Sandblaster Special hill-climb car.

This most unusual might-have-been is offered here as viewed and at No Reserve. With its 1966 Guards Trophy racing debut it has International motor racing history, and its potential as a very sophisticated and massively tractable 'big-banger' sports-racing proposition remains self-evident.

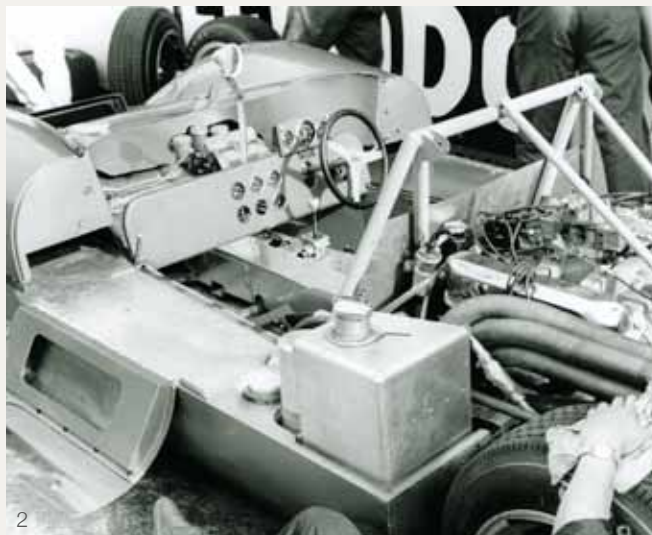
£15,000 - 20,000

€19,000 - 25,000

No Reserve



1



2



3

308

**1938 ALTA SUPERCHARGED
SPORTS TWO-SEATER**

Registration no. GPL 3

Chassis no. 66S

Engine no. 66S

1

Ken Gammon, Crystal Palace, 1938

© Ted Walker



Of all the British sports car manufacturers that emerged in Britain during the 'tween-war years of the 1920s-30s, Geoffrey Taylor's Alta Car & Engineering Company of Surbiton, Surrey, became renowned as one of the most enthusiastic, utterly dedicated to the cause of producing high-performance fun cars for like-minded sporting gentlemen.

Geoffrey Taylor was a remarkably hands-on engineer. He had actually hand-filed and crafted components for his first Alta engine upon the kitchen table at home. His first car had used an ABC chassis frame but for his subsequent production models he bought-in frames made for him by Rubery Owen in the Midlands. His first model used a 1074cc 4-cylinder engine developing around 49bhp unsupercharged or 76bhp with supercharging. He made a choice of 4-speed non-synchromesh or pre-selector gearboxes available on the 13 Alta cars made between 1931 and 1935.

His later pre-war Alta cars were even more select, with only six believed to have been made from 1935-39. They were equipped with 1496cc or 1961cc engines, featuring aluminium cylinder blocks, hemispherical combustion-chamber heads and chain-driven twin-overhead camshaft engines, in place of the shaft-drive system featured in the earlier units. With supercharger, these Alta engines were rated at 180bhp, giving a top speed approaching 120mph.

This made the Alta one of the fastest pre-war sports cars and certainly one of the fastest in the 2-litre class. In postwar years Geoffrey Taylor concentrated upon single-seater racing car production, aspiring to both Formula 1 and 2 level, before concentrating upon engine production for supply to such emergent new marques as Cooper and Connaught.



This supercharged car was built new in 1938 for Ken Gammon who ran it competitively in such events as the Lewes hill-climb in Sussex and on the parkland Crystal Palace circuit in south London. In 1939 it was sold to one of the Swan family of Swan Hunter & Wigham Richardson ship-building fame, who retained ownership throughout the war years before eventually selling the car on to John Brown in 1954.

John Brown then raced the car in Border region club events, with some success. Subsequently the car passed through a succession of ownerships, including J. Grice (1961), P. Bevis (1961), Voiche Mushek in 1962 who took the car to the United States, Carleton Coolidge (1971) and by 1978 it was back in the UK with dealer Dan Margulies, who raced it at the Nurburgring in 1980. He then found a customer for it in Australia, where the Alta appeared in the hands of J.C.T. Hewison (1981) and M. Sutcliffe (1983).

In 1985 a full rebuild was undertaken by Australian long term Alta owners and engineers Graham Lowe (mechanicals) and Mike Bishop (body). Mr Sutcliffe retained the car until 2000 when it was acquired by prominent British collector John Ruston. By this point the restoration was nearly complete and John Ruston entrusted respected pre War specialist Ian Polson with its completion. He then used the car for several more years, the car proving competitive in a variety of pre War events, before selling it to Pierre Honneger in 2002 who used it frequently with some success.

Graham Galliers finally acquired the car from Pierre Honneger in 2004 and enjoyed a successful series of hill-climb and sprint outings in it, his exploits including the current class record at Shelsley Walsh hill-climb, an accolade which in period in the late-1930s would have been a tremendous feather in Alta Engineering's corporate cap...

2
John Grice, Prescott, 1961
© Ted Walker



The car has always been most scrupulously maintained in Graham Galliers' ownership with many invoices being available for inspection on file from leading marque specialist Spencer Longland for work completed in the last few years, totaling nearly £9,000.

It is offered here now complete with a spare new crankcase for the 4-cylinder engine, while the installed power unit has recently received attention to the top end by Spencer Longland. It is scheduled to be dyno-tested and presented in first class order by the time of this Sale.

In 2007 Mr Galliers also had the car's pre-selector gearbox rebuilt and upgraded by leading specialist Cecil Schumacher at a cost of £7,238.

The sports Alta's light weight and punchy blown 2-litre engine make them ideally suited to contemporary historic sprint type races and hill-climbing. Making a well driven example a contender for top honours in pre War sports car competition against the most exalted of its contemporaries.

As offered here this fine and very well-known supercharged Alta Sports is accompanied by a documentation file and has old-style FIA papers dated 2000.

£180,000 - 220,000

€220,000 - 270,000



309

1936 DELAHAYE 3.6-LITRE TYPE 135S REPLICA SPORTS

Registration no. 945 XUE

Chassis no. 47191 (see text)

Engine no. 47191 (see text)



Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon diversified into commercial vehicle manufacture. As one of the oldest French marques Delahaye enjoyed an excellent reputation for quality, but by the Salon of 1932 its cars were not selling well and had an “old fashioned” image.

The Delahaye management instructed their recently appointed chief engineer, Jean François, to design a range of cars for the 1933 Paris Salon incorporating the latest technical features. The new cars were the 2.1-litre, four-cylinder Type 134 of 112” wheelbase and a 3.2 litre six cylinder type 135 of 124” wheelbase. These were the first Delahayes with independent front suspension, which was mounted on a new chassis of welded construction incorporating box-section side members with cross members, central tube and floorpan providing excellent torsional rigidity. The Type 134 engine shared its 107mm stroke with the 3.2 litre six which, although designed for car use, had first appeared in a Delahaye commercial vehicle. Equipped with triple Solex carburettors, the 3.2-litre, six-cylinder, overhead-valve unit produced 113bhp.

To promote the new image Delahaye started a competition program competing in major rallies with special cars using the six cylinder engine in the four cylinder chassis and breaking records at Montlhery, where a monoplace saloon broke all international class records up to 10,000 kilometres

A 3.2-litre Type 135 finished 5th at Le Mans in 1935 but for other events with looser regulations Delahaye had used a non standard 84mm bore engine of 3.6 litres and for 1936 it became available on production cars. Cars fitted with the 3.6 litre engine were thenceforth known as “Competition” Delahayes.

For 1936 the formula for Grands Prix in France was for sports cars and with the backing of millionairess Lucy Schell Delahaye decided to compete strongly at the highest level and Francois designed a purpose built sports racing car. A new shorter and lower chassis was used with a narrowed and lightened rear axle with stronger flanged axle shafts, special steel brake drums lightened crankshaft and cylinder block and a new cylinder head and camshaft which changed the order of the ports. Triple Solex 44HD racing carburettors were used and the exhaust manifold was fabricated with six branches. The steering box and column were lightened and given a higher ratio. The 4 speed gearbox featured an attractive remote control. They were bodied in lightweight alloy and not only were very functional but also graceful, aerodynamic and reliable.

It is believed that only 14 short-wheelbase Delahaye 135 Speciales were built, of which fewer than ten remain today.

With 160bhp and an all up weight of 18cwt, the new 3.6-litre Type 135S was soon making a name for itself, taking 2nd, 3rd, 4th and 5th places in the 1936 French Grand Prix and winning the Monte Carlo Rally in 1937 and Le Mans 24-Hour Race outright in 1938. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula’s example and the same car owned by Rob Walker won the Brooklands’ ‘fastest road car in England’ race against formidable opposition.





This Delahaye 135S replica was constructed over many years by marque specialist Ian Polson contemporaneously with his long term and painstaking rebuild of chassis number '47190', an original 135S now in the Mullin Automotive Museum in Los Angeles. The chassis has been given the number '47191', the identity of an original 135S that no longer exists, but makes no claim to be that car. All components are correct Delahaye, converted in much the same way as the works did in period, with a proper Delahaye racing cylinder head (purchased from Rob Walker), correct racing Solex carburettors (remanufactured), racing water pump, etc. During Graham's ownership Hartford friction dampers were substituted for the correct Rexef units, these are offered with the lot.

The interior trim was done by John Foy, acknowledged as one of the best coach trimmers in the country. The Delahaye had been purchased in 2003 as a project for circa £40,000 (£25,000 plus an Austin-Healey 100 valued at £15,000). Work commenced immediately and was completed circa 2006 at a total cost of around £250,000. Restoration invoices and photographs are on file and the car also comes with current HTP FIA papers and a V5C registration document.

Following the car's completion, Graham found that he could not fit in it comfortably; he was unwilling to alter the car's lines and so used it sparingly.

To get the Delahaye sorted, he asked Bonhams Motoring Department specialist John Polson to race it for him in VSCC and other pre-war sports car races in 2012. With its few minor teething troubles quickly sorted, the car formed part of the winning team in the VSCC Relay Race at Pembrey in 2012, and elsewhere proved competitive with short-chassis 8C Alfas, etc, just as the real thing was in period but no replica has ever managed.

The gearbox is currently being rebuilt, but will be completed by the time of sale. Delahaye manual gearboxes were notoriously unreliable in racing, with breakages a frequent occurrence in period. This led to many cars being fitted with Cotals in period or with Hotchkiss/Riley gearboxes in historic racing today. Sure enough, John Polson had encountered gearbox problems while racing the Galliers Delahaye. Since Graham did not want to depart from original specification, the decision was taken to have stronger gears made and ex Borg-Warner and Cosworth transmission engineer, Cecil Schumacher, was commissioned to redesign them to withstand the engine's massive torque without altering the Delahaye gearbox's fundamental design.

A perfect 'tool room copy', '945 UXE' is indistinguishable from the real thing and undoubtedly a potential winner in any pre-war sports car race, as well as a fast and exciting road car.

£130,000 - 160,000

€160,000 - 200,000

1
John Polson, VSCC Silverstone, 2012



1934 MG MAGNETTE ND/NE RACING SPECIAL

Registration no. ABY 253

Chassis no. NA 0512

Engine no. 771AN

'It is not surprising that with the makers' knowledge of racing... it should be capable of giving as high a speed as 80mph. What comes as a revelation is the ease with which on Brooklands that speed is reached and held. The rev needle hovering between the 5,000 and 5,500 marks, the whole mechanism feeling as one, and with no sense of adventure attached to such speeds.' – *The Autocar* on the N-type Magnette.

Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with launch of the Magna 'F'. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine was later raised from a modest 37bhp to a much healthier 47 horsepower. An extensively revised and improved version of this 'KD' engine, tuned to produce 56bhp, was carried over to the 'NA' Magnette of 1934. The chassis too had come in for revision, being lighter than hitherto, while the body was now supported by rubber-mounted outriggers, an arrangement that gave a more comfortable ride.

'ABY 253' is one of only 24 ND Midgets built out of a total of 738 N-types (excluding the racing NE). Records held by the MG Car Club's MMM register show that 'ABY 253' was first owned by W E C Watkinson, who was a recognised MG 'works' driver and had the factory fit an NE-specification racing engine, Watkinson is believed to have raced this car at Brooklands and elsewhere pre War. In the 1960s the Magnette was owned by long-time MG enthusiast Allan Scott.

Allan had acquired the car from the Red Dragon Trials Team, who had bought it from Watkinson. In an article published in 'Safety Fast!' (the MMM newsletter) in June 2002, he recalled: 'It was a very handsome car in beautiful condition. It went like a scalded cat and handled like a dream. It only had one defect; the rear cross tube had worn through and a crude bar repair was welded to support the spring tails. In fact, the car was an ND. It had an amazingly high axle ratio. The N chassis was a revelation. The PA would have to go!'



Allan kept the Magnette for a year, selling it when the crown wheel broke and the MoT became due. His article concludes: 'Of all the cars I have owned, this is the one I regret parting with most.' A letter on file reveals that 'ABY 253' was purchased by Nev Churcher from Hampshire, who fixed the broken axle and sold the car two years later. There are also two photographs on file of the MG when owned by Nev Churcher.

The Magnette is pictured in 'Safety Fast' wearing standard bodywork in the 1960s but currently has an NE body fitted. Only seven racing NE Magnettes were built by MG at Abingdon in 1934 (chassis numbers 'NA0516' to 'NA0522'). They were designed to compete in the 1934 RAC Tourist Trophy held on the Ards Circuit in Northern Ireland, which MG succeeded in winning for the third year in a row. They also competed in the 1935 race with Dick Seaman driving the highest placed car.

A typed document on file, believed written in 1999 by previous owner, Mike Dowley, states that the car was sold to him as having Brooklands racing history. The NE body is described as genuine and complete with an original radiator with the larger filler neck and racing cap, which were only fitted to genuine works cars such as the K3, NE, Q and R Types. The car was sold with the following original NE parts: alloy-based racing seats with distinctive shaping to driver's seat; original leather bonnet strap and fittings; headlamps (believed original and extremely rare); bulkhead including the unique alloy beading and original accelerator pedal and cross shaft; and a front apron with distinctive NE cut-outs for headlamp stands identifying it as an original, there are photos on file of some of these parts as bought.

The NE body has been the subject of some research and three of the other NE owners came to see it and check details during their own restorations: Karl Weissman (Germany), Syd Beer (UK) and Pete Thelander (USA). There are numerous photographs on file testifying to research carried out into the surviving NE team cars.

The late Graham Galliers purchased 'ABY 253' as a 'kit of parts' from Mike Dowley for £20,000. There are numerous invoices on file for parts, etc relating to its restoration, which commenced circa 1999. As of February 2003, some £30,000 had been spent with Tom Dark Engineering for building and parts for the racing Magnette engine and close-ratio Armstrong Siddeley pre-selector racing gearbox. The supercharger currently on the car was fitted at this time being supplied by Derek Chinn.

In August 2013 Graham drove 'ABY 253' successfully at VSCC Prescott in what would turn out to be his last competitive outing. The MG was driven in the funeral procession through Shrewsbury in Graham's honour by Bonhams Motoring Department specialist John Polson prior to the cremation and memorial service.

Accompanying documentation includes a copy of MG's original invoice to W E C Watkinson showing that the car was supplied with the NE specification engine, plus others for work done by the factory for Watkinson in the 1930s. There are many letters on file written by Graham confirming the history as detailed above, and the car also comes with an old-style logbook and V5 registration document. Boasting an NE-specification engine (with addition of supercharger) and a genuine NE body, 'ABY 253', although a 'special', is about as close to team car specification as it is possible to get, but at a fraction of the cost of one of the originals.

£80,000 - 100,000
€99,000 - 120,000





311

The ex-George Abecassis
1937 ALTA SUPERCHARGED
VOITURETTE RACING SINGLE-SEATER

Chassis no. 61IS

Engine no. 61IS (See Text)

1
 Abecassis breaking the hill record, Prescott, 1938
 © The Klemantaski Collection

2
 Abecassis, Prescott, 1946
 © GPL

3
 Abecassis, narrowly avoiding getting wet feet, Crystal Palace
 © Hulton Archive

Here Bonhams is privileged to offer a truly illustrious little all-British racing single-seater from the immediate pre-war era of 1938-39, which will forever be remembered for its charismatic and extrovert second owner/driver, the great George Abecassis – later creator of HW Motors and of the HWM racing team which brought to the fore such world-class talents as Stirling Moss, Peter Collins and Lance Macklin.

For many years through the 1930s Geoffrey Taylor's Alta Engineering company, based in Surbiton, Surrey, had been building racing cars, all of which were conventionally sprung and which utilized a chassis of two-seater width that was interchangeable with the company's sports chassis. In these cars the engines and transmission were offset to the driver's left, with what was picturesquely described as "1½-seater" bodywork.

In 1937 an entirely new true slimline centre-drive single-seat racing car was built by Geoffrey Taylor to the order of an aspiring young owner/driver with a somewhat reckless reputation named Philip Jucker. The car was completed in time for him to take it to Douglas on the Isle of Man for the RAC International 1 1/2-litre race. Tragically, during practice, poor Jucker lost control of the little car on the Douglas seafront and crashed broadside into a pole, an incident which proved fatal.

His new car was returned to the Alta factory where Geoffrey Taylor assessed the cost of its repair and potential sale, if he could find another customer. Anglo-Portuguese racing enthusiast George Abecassis had coincidentally recently become an associate member of the British Racing Drivers Club, and he recalled how: "Desmond Scannell of the BRDC 'phoned me. He told me poor old Jucker's car was up for sale at £175.



If I was interested I should contact the executors. I did so. I talked to Geoff Taylor, who undertook to rebuild the car for £240. Overall it cost me about a quarter the price of an ERA, which was then the car for drivers out to win races...”

George Abecassis was a born racer – he was also a born motor trader – as his son David writes in his magnificent biography of this great motor sporting character – *‘A Passion for Speed: the life and times of George Abecassis’*: “George was never remotely superstitious and had no qualms about racing a car in which another man had been killed.... So Geoffrey Taylor rebuilt the car in time for the start of the 1938 season, and fitted it out to his latest specification. At long last George had equipped himself with machinery in which he could show just what he could do, and during the winter he prepared for his first year in the top echelon of British motor racing...”

George Abecassis made his debut in the virtually new Alta at the Brooklands Opening Meeting of 1938, and at the following Easter Meeting he scored his first race win, in a handicap event around the Weybridge venue’s newly-completed road-racing Campbell Circuit, the 2-litre-engined car averaging 70.72mph. Engine size was reduced soon after to the International Voiturette-class limit of 1500cc. That most sage observer Denis Jenkinson described in the first edition of his *‘Motor Sport – Racing Car Review’*, published in 1947, how “With this car Abecassis improved his style very rapidly, and by the end of that season he was proving a serious menace to the ERA contingent, who had been having things pretty well their own way in this country. One of his best achievements was the winning of the Imperial Trophy at the last Crystal Palace meeting of 1938, at a speed of 52.08mph...” – evidence of the sinuous nature of the original London parkland circuit – “...from ‘B.Bira’ in his ERA.

It was at this meeting that Abecassis set a fashion that was to become almost universal at the Crystal Palace, namely the use of twin rear wheels, which up to then had been kept more or less specifically for sprints and hill-climbs, although Whitney Straight experimented with the idea on his 2.5 Maserati as far back as 1933 on the Brooklands Mountain Circuit. It was in short circuit racing such as the Crystal Palace and Brooklands that this new Alta shone...”

By his own account George had been “...bucked to win fifty quid” when he had finished fourth at Crystal Palace on his second visit there, and July had seen him set a new climb record at the Bugatti Owners Club’s new Prescott venue, *‘Motor Sport’s* headline screaming ‘THE PRESCOTT RECORD WELL BEATEN’ while *‘Bugantics’* announced ‘RECORD RAIDED AT PRESCOTT’. When he beat ‘Bira’s ERA to win that 1938 Imperial Trophy, *‘The Motor’* magazine report described his success as “...the sensation of the meeting” while he was the delighted recipient of £185 prize money – a considerable contribution to compensating him for his investing in the car in the first place.

He was also described by *‘The Light Car’* as “...the foremost exponent of this marque at the present time”, the Alta had made him one of British motor racing’s fastest-rising young stars.

In 1939 George Abecassis campaigned the Alta at Donington Park, while continuing to do very well on the shorter, tighter courses whose challenge suited not only the explosive acceleration of this lightweight and nimble little Alta, but also permitted its braking ability to compete with that of the rather more heftily-constructed ERAs.



However, in a Continental foray to the Albi Grand Prix Voiturette race, after finishing fourth in the first Heat, the little Alta's engine seized abruptly in the second, he spun broadside across the track and was rammed by Leslie Brooke's following Brooke Special, the impact hurling both cars off into the roadside ditch. Neither driver was hurt and the Alta was repaired in time for the Crystal Palace race meeting on August 26, 1939 – barely a week before the outbreak of World War 2. However, Abecassis' luck was out again as on lap 2 of his Heat he lost control on spilled oil at Stadium Dip and folded back the offside front wheel against the unyielding safety bank.

Like so many of his on-track rivals, George Abecassis then enlisted in the armed forces, becoming an intensely proficient and talented Royal Air Force pilot, flying Whitley, Stirling and Halifax multi-engined bomber aircraft. In the Armstrong-Whitworth Whitley twin he nursed damaged airframes home so often he was nicknamed 'Single-engined-landing George'. He was eventually selected for Special Duties, dropping agents and supplying Resistance cells in occupied Europe. He made his last flight on October 6, 1944, in his Stirling, over Denmark, he and his crew being shot down by a night fighter but George achieving a survivable crash landing "...quite easily as the aircraft, being on fire, lit up the ground ahead!". After a few months as a prisoner of war, George Abecassis was freed by the advancing Russian forces, then escaped "from their care" and upon repatriation learned that he had been awarded the Distinguished Flying Cross. David Abecassis recounts how when he remarked to his father what an awful time he must have experienced during the war "George retorted sharply: 'You must be joking! I had the time of my life. I'd do it all over again...'".

This Alta's illustrious second owner was indeed an heroic man in more ways than one, though that is an accolade he would have airily dismissed. Postwar – with his fellow enthusiast business partner John Heath - he created HW Motors Limited at Walton-on-Thames, and went on to race both his pre-war single-seater and later-model Altas, a Bugatti Type 59, an ERA, and ultimately his HW-Alta, HWM and HWM-Jaguar cars, while also being invited to join the Aston Martin factory team. Indeed on one occasion when Aston's illustrious team manager John Wyer loudly reprimanded the always elegant 'Gorgeous George' for having crashed one of their cars at Goodwood, the unabashed Abecassis retorted "Bloody hell John – when I crashed my Stirling they gave me the ----ing DFC...". He was quite a character.

He ran the Alta offered here, fitted with twin rear wheels, at Elstree in April 1946, and at Prescott that May. At Shelsley Walsh in June, despite heavy rain, he set second FTD in the car and won his class. He was also one of the first British owner-drivers to return to Continental road racing, running this car - repainted green from its original bare aluminium or silver - in the 1946 Grand Prix des Nations in Geneva. A new tail had been made for it, deleting its original and characteristic headrest, but in 1947 George Abecassis sold the car at long last, its new owner being G.F. Sleight, beginning its long life as an ageing and progressively outdated single-seater racing car, before Vintage Sports Car Club and modern-style Historic racing began to beckon.

Its subsequent owners have included leading VSCC Alta exponent Hugh Clifford during the 1960s, who removed the car's original 1½-litre engine and replaced it with the 2-litre power unit from another ex-Abecassis Alta – the famous 'EOY 8' sports car – to achieve greater reliability. At that point the original engine appears to have been dismantled and its components dispersed.



Abecassis, Brooklands, 1938 © GPL

Once the car was in the late Graham Gallier's hands the 2-litre engine was sold on to the then owner of Alta sports car EJJ 703 (another illustrious ex Abecassis Alta) which was where this engine started life prior to being fitted to EOY 8. Graham considering it best for the engine to return to its rightful car and embarked on a money no object re-manufacture of the single seaters engine. At the same time the cars ENV 110 pre-selector gearbox was found to be very tired, Cecil Schumacher the countries foremost pre-selector specialist was engaged to rebuild it, again a money no object approach was taken and this was rebuilt at a cost of £17,000 (bills on file).

We understand that the car's chassis frame had deteriorated beyond safe further use, and that after Graham acquired the car from former owner Richard Last in 2004 (at a cost of £105,000) he had the frame rebuilt with new main longitudinal sections being united by what are believed to be still the original cross members. The original longitudinal sections are offered with the lot.

Denis Jenkinson in 1947 described this Alta's structure as follows: "... the chassis was channel section...and the ends of the frame were joined by a pair of large-diameter tubes, one above the other, which extended out to the wheels and carried the suspension units, which consisted of vertical sliders with coil springs above and below controlling the movement, an outstanding feature being that no shock absorbers were required. At the rear two sets of sliders were used on either side of the drive passing between them, from universally-jointed shafts taking the drive from the differential unit which was bolted to the chassis.

"The engine was a 4-cylinder, 69 x 100mm in the case of the 1,496cc cars and 79 x 100mm in the 1996cc car. The whole engine was of aluminium, with steel liners, cast in pairs, sitting in the one-piece block-cum-crankcase. Aluminium-bronze valve seats were screwed into the light-alloy head and two valves, situated at 68 deg. To one another, were used, with a single sparking plug mounted between them and inclined forward at an angle of 24deg. Two overhead camshafts were driven by a single roller-chain... A Roots-type supercharger mounted at the front of the engine and driven at 1 ½ times engine speed, supplied mixture from an SU carburettor at 22lbs sq/in which with an 8.5:1 compression ratio was claimed to give over 200bhp for the 1 ½-litre and 275bhp for the 2-litre, both at 5,800rpm..."

The restoration of the car has reached the point of approximately 60% completed and was ongoing at the time of Graham's death, as such it is sold strictly as viewed. We can report that the engine fitted to the car just before this Sale is freshly built by well-known marque expert Derek Chinn at a cost of circa £100,000 and has been tested on respected specialist Chris Connolly's dyno in Cambridgeshire... producing a lusty 250bhp (power curves on file). Mounted in such a comparatively compact, lightweight and historically better than well-proven single-seat chassis, the potentially highly competitive nature of this illustrious icon of British motor racing history is self-evident. We heartily commend it to the market.

£100,000 - 150,000
€120,000 - 180,000

The ex-Jack Pearce, John Hine, Robin Darlington, Jim Moore
1965 KINCRAFT-FORD FORMULE LIBRE RACING SINGLE-SEATER

Chassis no. FL-012-1

Engine no. X36

Here we offer one of the most successful of all British club racing cars of the late 1960s. From 1965-68, driven by Jack Pearce, John Hine, Robin Darlington and Jim Moore, the Kincraft Formule Libre single-seater accumulated no fewer than 56 race victories while also breaking the lap record at many of Britain's most familiar racing circuits.

The Kincraft project was launched by Staffordshire industrialist Jack Pearce, from Tipton, who in the earlier 1960s raced sports and Libre-class Lotuses with considerable success. In 1964 he commissioned Lotus designer Len Terry – one of Britain's most accomplished designers with successful development of the Lotus 25 to his credit as well as the earlier Gilby and Terrier competition cars. Len Terry agreed to advise on the project but recommended Lotus draughtsman Martin Waide to detail the design drawings.

He drew upon his experience with the Gilby Formula 1 car of 1961-62 which he had designed before joining Lotus while Martin Waide then finalized detail design and manufacturing drawings. He then supervised construction at Pearce's premises.

The spaceframe-chassised car emerged with a rigidly attached stiffening floor pan. It was powered by a 427 cubic inch Ford '289' Cobra V8 engine, driving through a four-speed Hewland LG500 gearbox. Jack Pearce drove the Kincraft-Ford in its debut at Brands Hatch on June 20, 1965, finishing third. A week later it won the Scott-Brown memorial Trophy race at Snetterton, but next time out on the public road circuit at Dunboyne in Eire, the Leinster Trophy race saw Pearce collided with young Scot Adam Wyllie's Formula 2 Brabham. Wyllie was fatally injured when his car struck a roadside pole. Jack Pearce was unhurt but his new Kincraft was badly damaged. The car was rebuilt, and John Hine promptly won the November Cup Libre race in it at Brands Hatch on November 28, 1965.



Jack Pearce sold the car to David Bridges of Manchester for 1966, who took a 2nd and 3rd place in it before selling it on to Welsh farmer Robin Darlington, who promptly won no fewer than 18 races with the increasingly charismatic car – in effect a Formula 5000 design before its time. Darlington shone in it at Snetterton, Oulton Park, Llandow, Silverstone and Mallory Park. But at Oulton on August 20 Darlington crashed, and the Kincraft was returned to Jack Pearce for repair.

Jim Moore, a Thornton heath garage owner, then bought the car only to crash it upon his debut at Brands Hatch that November. Fortunes changed in 1967, as Jim Moore then accumulated no fewer than 20 club-level race wins at Brands Hatch, Rufforth, Mallory Park, Castle Combe, Lydden Hill, Snetterton and Silverstone. He also crashed the car at Mallory Park, repaired the damage before a mid-week test at Brands Hatch and promptly overturned it, breaking his shoulder and collar bone. As *'Autosport'* reporter Michael Kettlewell wrote: "Undeterred, Moore attempted to race the car four days later, but the pain from his injuries caused him to crash again! The car was off the track for three-and-a-half months for repairs..."

1
Robin Darlington on route to another victory, Snetterton, 1966
© Ted Walker

2
The Kincraft on pole, Snetterton, 1965
© Ted Walker

Jim Moore's brilliantly successful career with the car continued through 1968, winning 18 times at Silverstone, Mallory, Rufforth, Castle Combe, Croft and Snetterton, and adding five lap records, plus the BRSCC Northern Formule Libre Championship. But at the end of the Thornton Heath garage owner's career with the car it abruptly disappeared from public view. It was sold reputedly to Liverpool's John Scott-Davies. It was entered for the first Formula 5000 race at Oulton park on Good Friday 1969, by Lord Cross, a veteran Cobra driver. But the Kincraft would not re-emerge until 1971 when Max Reinhard drove it in northern club events, recalling he had found the car "somewhere in Brighton". It passed to Ian Stronach who raced it again on the northern circuits but found it uncompetitive against more modern F5000 and Libre machines.

Jack Pearce also built Kincraft trials cars, and a CanAm-style sports car under the same name, but this Libre single-seater remained his most prominent and successful product. It was owned for many years by Trevor Needham before passing to dealer Roger Cowman, from whom it was purchased by Graham Galliers c. 2003. A set of original drawings were then acquired from Jack Pearce and as offered here the car has been almost completely rebuilt and restored, by respected specialist Hardy Hall at a cost of circa £50,000 (bills on file). Its engine is understood to have been rebuilt by DWR Racing in 1999 at a cost exceeding £3,000 and the LG 500 gearbox by Tony Wilson of Long Eaton. We recommend the closest inspection of this fascinating and extremely successful single-seater – the quintessential British club racing star car of the mid-to-late 1960s.

£30,000 - 50,000
€37,000 - 62,000

End of Collection

313
NO LOT



2

The ex-Dick Watney, Lagonda Motors**1939 LAGONDA V12 SALOON**

Registration no. GUV 675

Chassis no. 14105

Engine no. 48

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

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear.

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

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



The V12's announcement demonstrated that the revitalised company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only have enhanced. The marque already possessed a creditable Le Mans record, a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935.

In October 1938 a Lagonda V12 saloon driven by Earl Howe had covered 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tyre, and this together with other high-speed tests, during which the car had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans. Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won.

The factory-bodied Lagonda V12 saloon offered here was originally built for the then managing director of Lagonda Motors, Richard 'Dick' Watney, and delivered to him on 24th October 1939, shortly after the outbreak of WW2. Mr Watney left for Australia immediately after the war and the Lagonda was then rebuilt by the factory and sold as a new car to one F C Price of London NW1 on 27th June 1946. Mr Price registered it in Manchester on 15th May 1947 as 'GVU 675'.

The accompanying Lagonda Club letter from its Hon Registrar, Arnold Davey, lists the following subsequent owners in factory and Club records: Major R de C Vigors of Chester (1948), R L Steynor of Ledbury (circa 1950), Les Buckton of Morton Bagot (May 1970) and David Dunn of Monkstown, Dublin (circa 1975). The Lagonda subsequently went to Australia where it was owned by Marcel Seroussi of Prahran and later Armadale, Victoria, and in August 2005 was recorded as owned by Advocate J P Labesse of St Lawrence, Jersey, Channel Islands. The car next changed hands in June 2013, apparently to another member of the Labesse family. Now reunited with its old UK registration, 'GVU 675' is described by the vendor as in generally good condition, its engine running very smoothly. The car is offered with aforementioned correspondence, MoT to September 2014 and V5C registration document.

£80,000 - 100,000

€98,000 - 120,000



315

**Same ownership for 54 years,
from the Michael Banfield Collection
1927 BENTLEY 3/4½-LITRE OPEN TOURER**

Registration no. WN 204

Chassis no. LM1341

Engine no. XF3502



Few owners can have shown such loyalty to a car as the late Michael Banfield, who bought this 3/4½-litre Bentley in 1959 when he was just 23 and kept it for the rest of his life – a total of 54 years in the same ownership. It was also the very first vehicle in his collection, which at his death in 2013 totalled some 60 veteran and vintage cars and commercial vehicles. The Bentley also established the high standard of finish which characterised the vehicles in the Banfield Collection.

The much-prized 3/4½-litre conversion, which combines the best elements from both models, had its origins in “W.O.” days with a select group – just nine – 4½-litre “Shorties” built on the 9ft 9½ inch wheelbase (rather than the standard 10ft 10in chassis of the remaining 656 4½-litre cars) for some very discerning customers. These included Captain Kevill Davis (whose car would later be owned by Keston Pelmore, founding father of the Bentley Drivers Club), E.R. Foden (whose yearning for the “bloody thump” of the 3-litre had inspired the creation of the 4½-litre) and sporting motor dealer Drysdale Kilburn, best known as an exponent of the 30-98 Vauxhall.

These “Shorties” proved to be wonderfully swift and agile, and this potent formula was taken up by W.O. Bentley’s brother Horace in the 1930s. His company, H.M. Bentley & Partners, specialised in rebuilding tired second-hand 3-litre and 4½-litre cars, and in the years preceding World war two he created a limited number of what were referred to as “hybrid Bentleys”, one of which was owned by J.G. Fry, builder of the Freikaiserwagen “Shelsley Special” hill-climber.

Writing in 1943, Joe Fry extolled the virtues of his “Bentley with a Difference”: “Recipe: take a good 3-litre Red Label Bentley chassis, mix in a good 4½-litre engine... add a light two-seater body with accessories to taste. The result is a motor car which, while still possessing a good vintage flavour, possesses a performance equalled by few other machines, even of the most modern and expensive type.”

Postwar, enthusiastic Bentley owners began to follow the 3/4½-litre path to enhanced performance, among them Thomas Oliver Donaldson Craig, the managing director of a plating works in Teddington, Middlesex, who acquired WN 204 in 1954 from Ronald Clement Smith of Hove, Sussex. The car was then a standard 3-litre Speed Model with the desirable C-type gearbox, which had been sold in July 1927 to one D.D. Williams; it was originally fitted with engine LM1350 and a maroon two-seater Vanden Plas body (No 1311), which had been ordered in September 1926.

Mr Craig kept the car in standard form for a couple of years, then in May 1957 he bought a 4½-litre engine from fellow Bentley Drivers Club member C.M. Carpenter of Birkenhead. Mr Carpenter declared that the engine, XF3503, which had come from 4½-litre Maythorn saloon XF3502, had only done 30,000 miles from new; it was also completely dismantled. This engine was, said Mr Craig, in perfect condition and was duly reassembled without any further work being carried out, apart from the fitting of two new magnetos. The 3-litre engine originally installed in LM 1341 was apparently transferred to chassis 914.



The four-seat body dating from 1949 that was then on LM 1341 was scrapped and replaced with a four-seat Vanden Plas body shortened to fit the 9ft 9½in Speed Model chassis; a fold-flat windscreen and twin aeroscreens were added, as was a new silencer, battery and tyres. A rebuilt and re-chromed 4½-litre radiator replaced the 3-litre unit in order to cope with the increased cooling requirements of the more powerful engine, the car was rewired and the twin SU carburettors overhauled.

Observed Mr Craig, all that work resulted in the Bentley being little used during 1957 and August 1959, when it was acquired by Richard Rice of Surbiton, Surrey. He kept the car for only a matter of weeks before selling it to the well-known London Rolls-Royce and Bentley dealer Simmons of Rex Place, Park Lane, Mayfair, from whom Michael Banfield bought the car for £475 in October 1959.

Despite Mr Craig's assertion that the car was in perfect mechanical order when he sold it, during the 1960s Michael Banfield had the Bentley thoroughly overhauled by marque specialists Hoffman & Burton, and a considerable amount of rectification work was carried out, with particular attention to brakes and clutch. The correspondence in the file – which includes a buff log book – gives a fascinating insight into the cost of specialist work in the 1960s, when the hourly labour rate for a skilled machinist was just 27s 6d (£1.38p)!

The history file with the car includes instruction books for 5 litre and 4½-litre Bentley, various receipts, V5 and copy of the savings book that Michael Banfield withdrew his cash from to purchase the car in 1959!

A much-loved and nicely mellowed Bentley, this ideal combination of the sought-after agile Speed Model chassis with the power and torque of the 4½-litre engine constitutes the perfect formula for enjoyable Bentley motoring!

£220,000 - 280,000

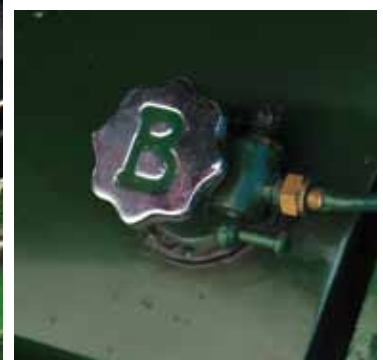
€270,000 - 350,000

1
Michael Banfield leads 'WN 204' to 1st in the Vintage Class, Pirrie Hall Fête, Pirrie Hall, Brook, Surrey, 11th June, 1962





1



316

1959 ASTON MARTIN DBR4/250 FORMULA 1 MONOPOSTO RE-CREATION

Engine no. RB6/2501



Goodwood Revival, 2007 © Jim Houlgrave

It is familiar history today how the Aston Martin works team's ultimately World Championship-winning exploits in sports car endurance racing during the late 1950s also inspired in team patron David Brown the ambition to enter Formula 1, and to attack the Drivers' - and newly introduced Constructors' - World Championship competitions in parallel.

After a single-seat open-wheeled Formule Libre prototype car had been constructed and campaigned in New Zealand by Aston Martin's highly respected team leader, Reg Parnell, a serious Formula 1 programme was initiated although financial and technical restraints would see the pace of its progress being governed by the sports-racing DBR1/300 schedule that the Feltham racing department had to pursue at the same time.

Design of the Feltham racing department's new Formula 1 car was developed during 1957-58, following the classical Grand Prix configuration of a front-mounted engine driving a rear-mounted gearbox-cum-final-drive assembly. In this it was absolutely in line with perhaps the quintessential front-engined Grand Prix car design of the 1950s: the Maserati 250F. Except that here would be a Formula 1 car built to the painstaking standards of Aston Martin Lagonda Ltd.

The chassis structure chosen by the Aston design team was a very lightweight, fine-gauge tubular steel spaceframe, to be clad in typically handsome thin-gauge aluminium bodywork. Power was provided by a 2½-litre version of the marque's highly successful 3.0-litre six-cylinder twin-overhead-camshaft racing engine, and it drove via an exposed propeller shaft to the DBR1-type transaxle, mounted in line with the de Dion-type rear suspension.

Four of these DBR4/250 Formula 1 cars were to be produced - ultimately emerging at the start of the 1959 racing season - and they were campaigned during that year's Formula 1 World Championship by works drivers Ray Salvadori and Carroll Shelby.

Salvadori achieved a notable 2nd place upon the new design's debut in the BRDC International Trophy race at Silverstone, but when unexpected sports car success persuaded David Brown to concentrate attention upon the parallel DBR1 sports car programme, it was inevitable that effort in Formula 1 would be relaxed. This was the right decision, as it enabled Aston Martin to achieve Brown's ambition by beating Ferrari and Porsche to that year's Sports Car World Championship title - becoming the first British marque to achieve this colossal honour.

When the surviving DBR4 cars ultimately found their way into Historic racing in the later 1960s/1970s, one of the cars - DBR4 chassis '1' - passed into the ownership of Aston Martin connoisseur Geoffrey Marsh, whose Marsh Plant company supported its highly successful appearances at Historic level, driven by Gerry Marshall.

The Specialist Car Division of Marsh Plant in Havant, Hampshire, had also owned the 1959 Le Mans-winning DBR1/300 at that time, and after it was sold Geoffrey Marsh approached the Vintage Sports Car Club concerning a new project, to recreate the long-lost Formula 1 DBR4 chassis '2' which had been broken up by the factory in period, the rebuild to absorb the myriad of original components, including a 2½-litre Formula 1 engine, 95-degree cylinder head and David Brown transaxle, which he had collected during Marsh Plant's period campaigning both DBR 1/300 and DBR4/1.

That reconstructed car - a replica of 'DBR4/2' - is now offered here, having been acquired by the current vendor at Bonhams & Brooks' second annual sale at Aston Martin Works Service, Newport Pagnell in May 2001 (Lot 193).

At that time the car was in virtually complete but disassembled form, having been preserved in storage for several years within a major British Aston Martin collection. When first completed by Mr Marsh's technicians, this car first fired into life in March Plant's Havant yard on 13th July 1982, and the VSCC accepted it as a Group IV Historic Racing Car that September.



On 7th October 1982 the Aston was test run at Goodwood and after attention to the gearchange mechanism it evidently operated most impressively.

On Sunday 14th October 1984 this car ran in the 'Streets of Birmingham' Historic event, alongside its older sister – 'DBR4/1' - the exceedingly handsome pair of front-engined Aston Martin Formula 1 cars being driven, respectively, by the former works team's 1959 Le Mans-winning driver pairing of Roy Salvadori and Carroll Shelby. After that event the car was sold to John Pearson from whom it passed eventually to the immediately preceding owner, in whose hands it was preserved and dismantled.

In May 2001 the car was offered for sale at the Bonhams & Brooks auction with all major mechanical components, the basic multi-tubular spaceframe chassis and body panels being accompanied by the correct principal engine components, the latter including the crankcase/block, cylinder head, suitable pistons, con-rods, cam covers, etc. Also offered were the rare DBR1 and /4-type David Brown transaxle gearbox, suspension wishbones, links, uprights, anti-roll bars, de Dion tube, and even the fully instrumented dash panel, the wood-rimmed steering wheel, fuel and oil tanks, Borrani wire-spoked lightweight racing wheels, centre-lock knock-ons, etc plus a myriad of small detail fittings and fixtures.

It is understood that the primary body panels forward of the cockpit are in-period Aston Martin originals, as obtained via former owner the Hon Patrick Lindsay, while Marsh Plant's own specialists made the aluminium tail section new in the 1980s. The car was originally assembled and tuned/developed as far as possible to what Mr Marsh described as 'Neil Corner specification' to match the very successful DBR4/4 which had been campaigned by Neil with enormous success in contemporary Historic racing.

Purchased by the current vendor at the May 2001 auction, the car was restored over the next three years by Beaufort Restorations with input from various marque specialists at a cost of £170,000 (bills on file). The Aston returned to the racetrack at the Nürburgring in August 2004 and won at Oulton Park later that same month with Barry Williams driving.

In September 2004 the car competed at the Goodwood Revival Meeting and at Donington Park, where the engine failed. It was rebuilt with input from Jim Stokes and the Aston was once again back in action, competing at Donington Park in 2006 and 2007, and the Goodwood Revival Meeting in '07. Since then it has only raced by invitation including at Goodwood in 2009 and 2010. Over the last few years the car has been raced by John Clark and maintained by Sid Hoole, while the vendor himself raced it at Goodwood in 2013 and the 72nd Members' Meeting in 2014. Now over 30-years old, this is a very well documented reconstruction of an important and charismatic front-engined Grand Prix car.

£350,000 - 400,000
€430,000 - 490,000



1
Goodwood Revival, 2007 © Jim Houlgrave

2
Barry 'Whizzo' Williams and DBR4/250 on their way to victory,
The Gold Cup meeting, Oulton Park, 2004 © Jim Houlgrave





317

**1939 DARRACQ T120 MAJOR 3-LITRE
THREE-POSITION DROPHEAD COUPÉ**

Registration no. XAS 892

Chassis no. 92427

Engine no. 66374



Undeniably a Talbot Lago in all but name, this Darracq was built in Paris and sold new to a diplomat in Sweden. Because The Rootes Group in England owned the rights to the name Talbot in Sweden and throughout the rest of Europe, excluding France, the car was badged as a Darracq but in all respects was identical to the Talbot Lago T120 Majors alongside which it left the Suresnes production line. The three-litre T120 and four-litre T150 Talbot Lagos were among the sensations of the Paris Auto Salon of 1934. Tony Lago fitted the Walter Becchia-designed three-litre, pushrod operated overhead valve engine in the lowered chassis of the T110. The designation 'Major' denotes the more comfortable 3.2m wheelbase of this late model. This cast iron, in line 'six' engine, with four-bearing crankshaft, transmitted power through a four-speed Wilson pre-selector gearbox and would form the mainstay of Talbot Lago production right through to WWII.

First registered in July 1939, this car spent most of its early life in Sweden and Denmark and from 1960 to 1987 was owned and rebuilt by Bengt Makeprang, President of the Veteran Car Club of Denmark. Some ten years ago it was bought at 'Retromobile' in Paris by a well-known and seriously successful British historic rally competitor who recognised its long distance touring qualities. Shortly afterwards it was bought by the present owner, a former British Hillclimb Champion, who had seen and admired the car at 'Retromobile'.

Its demanding new owner was to set up XAS 892 for reliable long distance touring, much of the work being entrusted to Talbot Lago specialist Bill Barrott, including work on the cylinder head, clutch, prop shaft and rear brakes, resurfacing the flywheel and fitting a new air silencer. The gearbox rebuild was entrusted to pre-selector gearbox specialist Cecil Schumacher.

Other work, and readily reversible modifications, completed to ensure bullet-proof Continental touring, included fitting of new wheels and hub caps, reconditioning of four dampers, fitting a new stainless steel petrol tank, together with new facet pumps, filter and regulator and a new silencer. As recently as 2013 all brake shoes were re-lined, new front brake cables were fitted along with a new modern distributor and a new WOSP lightweight, high torque, gear reduction starter motor. Importantly the original mechanical fuel pump, starter motor and distributor have been retained and are offered with the car should the new owner wish to revert to original specification. During its UK ownership the car has covered in excess of 22,000kms and has successfully completed tours in Scotland, France, Austria, Slovenia and more recently a tour to The Pyrenees and Picos, as well as much motoring in England and Wales.

The supremely elegant four seater coachwork with its three position hood - which the vendor advises is water-tight and moves in seconds to its alternative positions - is smartly presented in maroon livery with cream leather upholstery and is notable for its many quintessentially French art deco features, notably door furniture, luggage trunk lock fittings, coachwork swage lines and Marchal lighting. XAS 892 combines supreme elegance with sporting performance. It has proven tour reliability and the present owner reports that this fine thoroughbred cruises without stress at 65mph and generally returns 18mpg. It comes with current UK registration papers, road fund licence and MOT certificate to December 2014 as well as a file of relevant paperwork including invoices for much of the meticulous maintenance and design refinements carried out.

£70,000 - 80,000

€86,000 - 99,000





318

**1925 BUGATTI TYPE 23 BRESCIA TORPEDO
COACHWORK BY L MARON, POT ET CIE**

Registration no. XXE 32

Chassis no. 2519

Engine no. 893



'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. Developed from the first Bugatti to be built at Molsheim - the short-wheelbase Type 13 of 1910 - the Type 13 'Brescia' took that name following the factory's first four places at the 1921 Italian Grand Prix for Voiturettes, held at the eponymous racetrack in Lombardy. Longer wheelbase Type 22 and Type 23 models were made, both of which used the single-overhead-camshaft 16-valve Brescia engine and were built alongside 8-valve 'Petit Pur Sang' versions. Some 2,000 Brescias were built between 1914 and 1926 with engine capacities of 1,368, 1,453 and 1,496cc.

A late example, Brescia chassis number '2519' has the 1,496cc engine and according to factory records was delivered in May 1925 to Paris where it was bodied by the little-known coachbuilder L. Maron, Pot et Cie of Levallois-Perret. The staggered two-seater torpedo body was commissioned by the Bugatti's first owner Jean Haimovici, (Reference *Bugattics*, Vol 30, Number 1), a Romanian living in Paris who took the car with him when he moved to Czechoslovakia. Documentation on file lists various owners in Czechoslovakia and the car also comes with Czech registration documents dating back to 1947.

The last of these owners is one William Kevin Stewart, from 4th May 1959, who brought the car to the UK where it was registered by Automo Ltd of London NW6 in August 1959. Miraculously, the Bugatti had survived in remarkably original condition; indeed, it is one of only a handful (*The Brescia Bugatti* book by Bob King would indicate only five Brescias are complete with these original parts) retaining its original body, bonnet, engine, gearbox and axles.



Automo sold the Bugatti to Dr James Mirrey of Leavesden, Hertfordshire for £195 (receipt on file) and a couple of months later an article about the car was published in Cars Illustrated (November 1959 edition). A confirmed 'Vintage', Dr Mirrey already owned the ex-Holland Birkett Type 44 and had enjoyed various other Bugattis and Lancias in the past. Cars Illustrated noted that the Bugatti had managed to cover the 1,000 miles from Prague despite a suspect SEV magneto that refused to fire all cylinders!

Robert Patrick and Partner Ltd carried out various works while the Bugatti was in Dr Mirrey's ownership, including an engine rebuild in 1969 (see bills and correspondence on file). In the early 1980s the car was acquired by Terry Cardy of Culford, Suffolk and sent to David Marsh of Middleton-by-Youlgrave, Derbyshire for restoration. Extensive works were carried out between September 1983 and August 1985 when the car was returned to Terry Cardy (bills on file).

In 1987 the Bugatti was sold to the current vendors and its restoration was duly completed by the respected marque specialist Ernest Allen of Dinedor, Hereford over the next two years. In 1988 'XXE 32' was driven through France to Italy to attend the Ferrara Rally and the laying of the foundation stone of the new Bugatti factory, winning a concours prize.

This trip was only the start of a most extensive and successful international rallying career that has seen the T23 attend events in Sweden, Holland, New Zealand and throughout the UK, as well as further visits to France, Italy, Sicily and Sardinia. Its most recent international outing was to the 2013 Brescia Rally in Alsace.

No expense has been spared in keeping the Bugatti in tip-top mechanical condition, as evidenced by a substantial quantity of bills from Longland Hart for works to the brakes, wheels, gearbox, back axle, crown wheel and pinion and engine, the latter being rebuilt in 2003 around a new cylinder block supplied by Gianni Torelli, Italy with machining by Gentry Engineering. The most recent works were carried out in preparation for the 2013 Brescia Rally in Alsace.

The car comes with a most extensive history file containing the aforementioned Czech registration documents; the original UK logbook; copies of old V5 registration documents; photographs showing the car at various stages of its life (including in Czechoslovakia); assorted correspondence; numerous invoices; various magazines and articles; current MoT certificate and V5C. A wonderful opportunity to acquire a well known and equally well documented Brescia.

£200,000 - 250,000

€250,000 - 310,000

1
On tour, Piazza San Marco, Venice





319

One of only 70 built

1963 ASTON MARTIN DB4 CONVERTIBLE

Registration no. 247 EXN

Chassis no. DB4C/1091/R

Engine no. 370/1085



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. 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 coupé 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 coupé. Passenger space was little changed, though there was more headroom than the coupé could offer.

Its accompanying copy guarantee form shows that '247 EXN' was sold new in March 1963 to Wrinton Vale Nurseries of Congresbury, Somerset and was delivered finished in Caribbean Pearl with dark blue Connolly hide interior trim. There are no non-standard features listed and the only other owner recorded is a G V Helmer of The Hilltop Inn, Commercial Road, Southampton (no date given). The car's recorded history recommences when it was sent for restoration to Aston Martin Works Service at Newport Pagnell in the late 1980s.





Completed in June 1992, it was offered for sale at the National Motor Museum, Beaulieu auction in September 1993 and purchased for the Sondes Fields Collection by the late Joseph Cashin. The auction catalogue description (copy on file) states that the restoration cost over £73,000 and that only 100 miles had been covered since. Aston Martin Works Service bills are on file for this most extensive restoration. In the meantime, the DB4 had managed to accrue two AMOC Silverstone concours awards: a 3rd in 1992 and a 2nd in 1993, beaten only by another AMWS-restored car.

While in the Sondes Fields Collection the Aston has been used sparingly, covering only some 5,000 miles over the course of the last 20 years. R S Williams rebuilt the cylinder head in June 2001, installing new valve guides and seats (bill on file). On Joseph Cashin's death, the Aston passed to his nephew and since then has been maintained by the Collection's in-house mechanic, whose hand-written notes are on file.

Driven regularly on private land, '247 EXN' is described as in generally very good condition with excellent chassis and engine, the latter running very well, and should require only minimal re-commissioning before returning to active use. The car is offered with service, parts and instruction manuals; sundry restoration invoices; and V5 registration document.

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.

£700,000 - 900,000
€860,000 - 1,100,000



320 N

'The Fearsome Four-Nine'

**The Ferrari factory team, Mille Miglia, Le Mans and Silverstone
May Meeting - ex-Umberto Maglioli, ex-José Froilán González,
ex-Jim Kimberly, ex-Troy Ruttman, ex-Howard Hively**

**1954 4.9-LITRE FERRARI 375-PLUS
SPORTS-RACING TWO-SEAT SPIDER COMPETIZIONE
BY CARROZZERIA PININ FARINA**

Chassis no. 0384

Engine no. 0384



Bonhams is delighted to offer here this outstanding example of the biggest-engined, most powerful and most important sports-racing Ferrari model built purely for works team use at the outset of the 1954 International motor racing season.

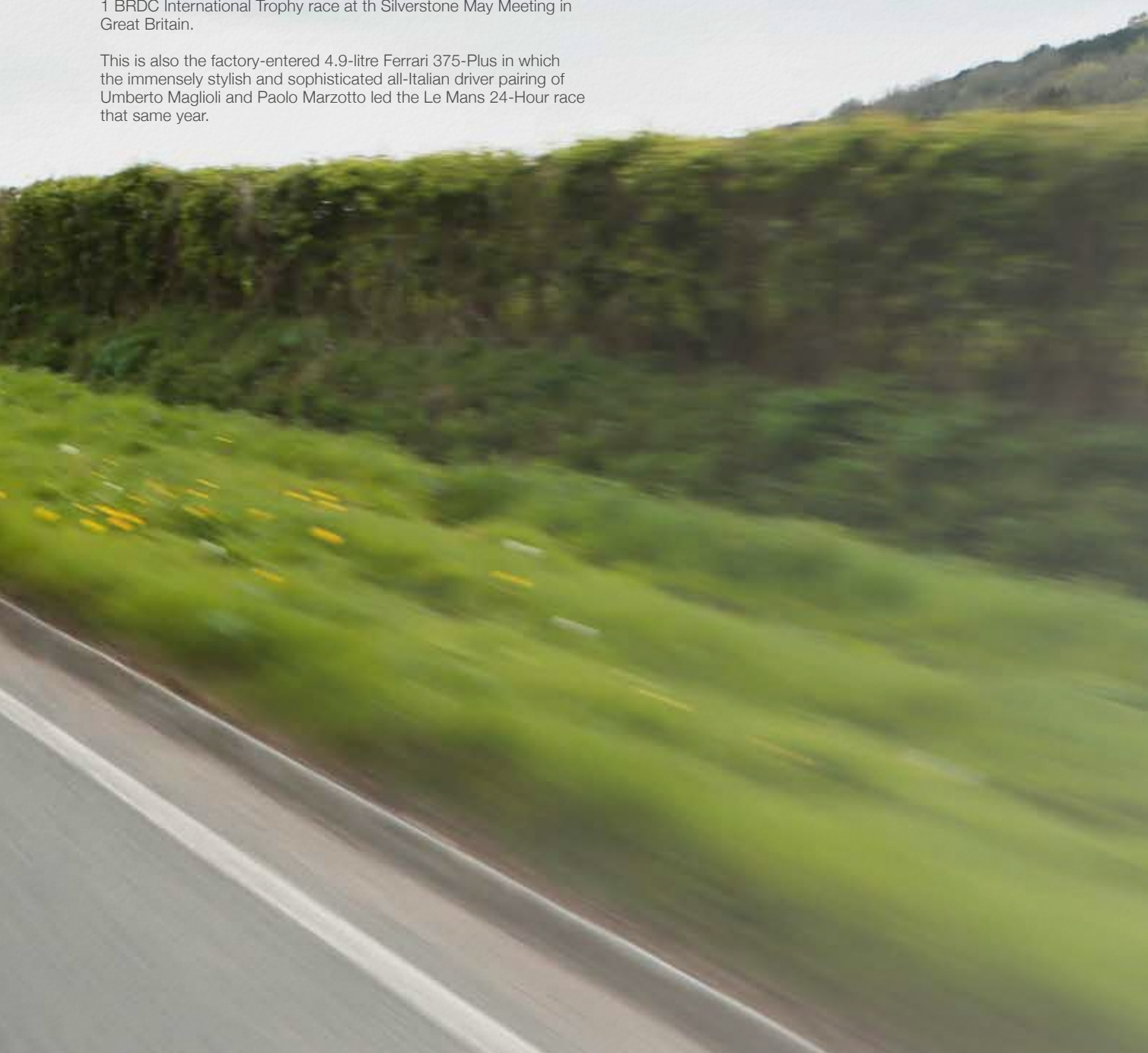
This is the factory-entered 4.9-litre Ferrari 375-Plus in which Mr Ferrari's favoured great road racing driver Umberto Maglioli ran second in that year's mighty Mille Miglia, and seemed poised to overwhelm double-World Champion Driver Alberto Ascari's factory Lancia D24 before a tuppenny-ha'penny split-pin came adrift within its transaxle gearbox and allowed the final-drive to cease driving, without inflicting any serious further damage...

This is the factory-entered 4.9-litre Ferrari 375-Plus in which the legendary Argentine ace José Froilán González obliterated all opposition in the International sports car race supporting the Formula 1 BRDC International Trophy race at the Silverstone May Meeting in Great Britain.

This is also the factory-entered 4.9-litre Ferrari 375-Plus in which the immensely stylish and sophisticated all-Italian driver pairing of Umberto Maglioli and Paolo Marzotto led the Le Mans 24-Hour race that same year.

This great front-engined V12-cylinder sports-racing classic was then sold into private American hands, being campaigned in Sports Car Club of America, Bahamas Speed Week and Cuban events 1955-57 by Kleenex millionaire Jim Kimberly and Howard Hively.

In a later eccentric ownership, the car subsequently fell into disuse and half-forgotten neglect, its original structure and many disparate components surviving despite rather than because of the manner in which its truly extraordinary story developed. Ultimately it was retrieved from such neglect, being painstakingly restored and rebuilt in Italy, its fortunes being revived by Belgian ownership centred upon no less a figure than Jacques Swaters – himself a former Ferrari private owner/driver and for decades Ferrari's Belgian concessionaire through his illustrious *Ecurie Francorchamps* organization.





1
Spare V12 engine also included within this Lot.

2
Surviving original body panels included within
this Lot bear 1957 Cuban GP livery.

1



2



Today, with the restored and running car – reunited with its originally sold-off V12-cylinder engine - accompanied at this Sale by an extensive and immensely significant back-up collection of since-replaced original body paneling, tankage, wheels, brake parts and even period tyres - plus a spare entirely re-made power unit, together with the casting patterns originated for its manufacture - Ferrari 375-Plus '0384' is offered here, "on the button" and ready to run.

This most important Ferrari's background story begins in the winter of 1953-54. Through that winter Mr Ferrari had recognized that his team would be looking down the gun barrel after two totally dominant seasons of Drivers' World Championship single-seater Grand Prix racing. Ferrari could not match the sophisticated new 8-cylinder Formula 1 designs from Mercedes-Benz and Lancia, nor even the 6-cylinder 250Fs from Maserati – all of which were poised for introduction that new season of '54.

Instead Mr Ferrari concentrated his engineers' attention upon perfecting a line of large capacity sports-racing cars for customer sale, backed by a secondary line of smaller variants, while having his company's single-seater Formula 2 designs from 1952-53 merely updated with larger 4-cylinder engines for the new season. And to promote and publicise the new sports cars, he approved development of a muscle-bound outsized 'big bazooka' for his works team to wield.

The series-production 4.5-litre Ferrari 375 *Mille Miglia* was to use a V12 engine derived from the 4.1-litre 340 *America* model series. It retained the 340-type stroke of 68mm was retained, but its bore grew to 84mm to displace 4,522cc. Power output was claimed to be 340bhp at 7,000rpm. The engine was mounted in unit with a 4-speed gearbox which left the completed car with pronounced forward weight bias, and only the variable mass of live axle plus fuel tank out the back. Pinin Farina won Ferrari's commission to body these cars.

Meanwhile, Mr Ferrari also authorized construction of a handful of very special even larger-capacity works team competition spiders which were intended as his main defence of the Sports Car World Championship title. In the design office *Ing.* Aurelio Lampredi and his assistants modified the highly-successful old 4.5-litre Formula 1 V12 to accept screwed-in wet cylinder liners, enabling the bore dimension to be increased to the same 84mm as the 375MM. This was then matched with the old F1 stroke of 74.5mm to achieve 4,954cc.

The result would become known by the French racing community as '*Le Monstre*' and by the British as 'The Fearsome Four-Nine'. The works car chassis to accept this outsized V12 featured two crucial differences from the 375MM 'production' model - an F1-style rear-mounted gearbox in unit with the final-drive, plus de Dion rear suspension in place of a live axle. Strangely, Ferrari claimed only 330bhp, though at 6,000rpm, for this new 375-Plus against the 340 at 7,000 for the off-the-shelf 375MM.

It appears that five of the cars were manufactured for works team use, taking even chassis numbers 0384, 0386, 0392, 0396 and 0398 – all with the familiar 'AM' (*America*) suffix.



3, 4
Bearing start-time number '545' Umberto Maglioli prepares, pre-dawn, for the 1954 Mille Miglia start and is checked through the Rome control.
© Marcel Massini

6
A dry stretch, hammer down, '0384 AM' challenging for the lead, 1954 Mille Miglia.
© Marcel Massini

5
On wickedly wet roads Maglioli's 1954 Mille Miglia drive in '0384 AM' was exemplary – here his control card is stamped en route. © Marcel Massini



On February 28, 1954, 'Nino' Farina won easily at Agadir, Morocco, driving the first 375-Plus with Piero Scotti's 375MM third. The following weekend, both cars contested the Dakar GP in Senegal, which Scotti won once Farina had retired the Plus – after setting a record new fastest lap.

On April 4 the *Giro di Sicilia* round-Sicily road race saw Umberto Maglioli/Nino Cassani running a lone 375-Plus, Ferrari then claiming 347bhp at 6,800rpm from its 4.9-litre engine. It could be revved to 8,000rpm in extremis. The *Giro* car was said to weigh only 2,111lbs and to be capable of 186mph...

At the 675-mile race's first control, in Trapani, Maglioli led Piero Taruffi's works Lancia D24 V6 by 67secs. Two hours later, at Agrigento, Taruffi led Maglioli by 1min 58secs. But after four hours' racing, at Enna, Maglioli led the entire Lancia team by nearly 3mins 30secs.

Mr Ferrari rated young Maglioli highly, regarding him years after as "...a very fast long-distance racer, as well as being a capable and serious man, willing to face the difficulties of any course, any distance – he kept his position on the team as a safe, reassuring asset". By Mr Ferrari's standards this is a paean of praise, despite Maglioli's luck running out in Sicily as he rolled the 375-Plus just after the Enna control and service depot. Taruffi was left unchallenged to win the *Giro* for Lancia.

Italy's all-important Mille Miglia followed on May 1. The 375-Plus engines' power curve had been improved, maximum torque boosted by some 10 per cent, unleashing extra mid-range power and drivability – 315lbs/ft torque increased to 348lbs/ft, with an additional 25bhp mid-range.

But in the dark, damp, small hours Farina crashed his race-favourite 375-Plus soon after the start at Peschiera, bouncing off a concrete post and smashing into a tree. He broke his arm and nose, passenger Luigi Parenti his leg and pelvis. The car was so badly wrecked its identity was scrapped.

Maglioli in the surviving works 375-Plus ('0384 AM' offered here) and his team-mate Paolo Marzotto's 375MM then ran 4th and 5th as three works Lancias danced away on the rainswept roads. Maglioli inherited third place when Castellotti's and Taruffi's Lancias failed. Before the Florence control Paolo Marzotto's 375MM retired with gearbox trouble but Maglioli found himself well placed in '0384AM' headed only by Ascari's Lancia. While Ascari's time to Florence was 8hs 22mins 18secs (averaging 86.8mph after 729 miles of wet-weather road racing) – Maglioli's in the surviving Ferrari 375-Plus had been 8:27:25.

6



7



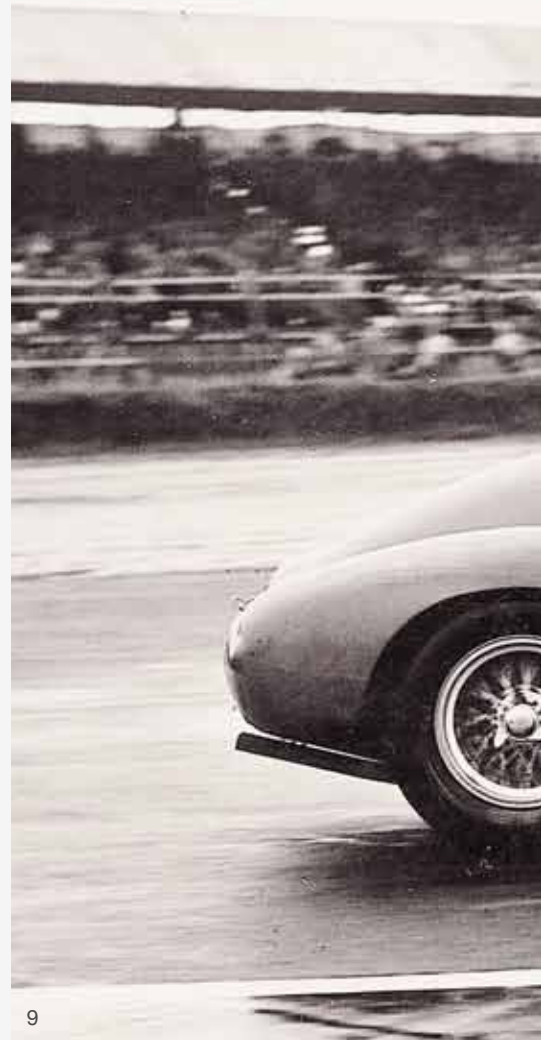
7 and 8

During the run-and-jump start, the great José Froilán González settles into '0384's driving seat, May Silverstone '54, and blast off to destroy the Jaguar C-Type challenge. © GPL

9

González – 'The Pampas Bull' – teetering '0384 AM' through Silverstone's long, fast Stowe Corner, the 4.9-litre Ferrari's horsepower hugely out-performing every one of his Jaguar and Aston Martin challengers. © Spitzley Collection

8



9

Umberto Maglioli recalled how he was in good shape, and poised to go for victory on the straight, flat-out final section from Bologna to Brescia, where the 'Four-Nine' could catch and overwhelm the little Lancia: "There it was very good, but the problem was always that it was so impossible to stop the car, and therefore to relax at any stage. We believed there was always the danger that a tyre could blow. The rear-mounted gearbox was taken from the 4.5-litre Formula 1 and the larger 4.9-litre engine put it in danger... due to the extra torque. I was careful always to accelerate gently, not to overstress the gearbox, nor the tyres.

"I was feeling fairly confident that on the flat, fast final section from Bologna to Brescia the great power of the Ferrari would give me five or ten minutes' advantage over Ascari. I knew I had a strong chance of winning at that point as we crossed the Raticosa Pass...

"Then as I was thinking this, I just accelerated at one point and the engine roared and the car did not accelerate. It was slowing down, and there was no connection to the rear wheels. A split-pin had fallen out, a pinion bearing came loose and the gearwheels moved out of mesh. I just abandoned the Ferrari in a peasant's yard far out in the remote countryside, and eventually drove down to Bologna in a private car...

"It was a great disappointment, but in motor racing we were all well accustomed to disappointment."

Left unchallenged, Alberto Ascari won the Mille Miglia comfortably for Lancia, ending a string of six consecutive Ferrari victories in the Mille Miglia.

Ferrari '0384AM' offered here was then retrieved from its rural refuge, and with its final-drive easily repaired at Maranello it was trailered two weeks later to Silverstone, England behind the Ferrari factory team transporter carrying the sister Formula 1 entries. Lead driver was to be the spectacular Argentinian José Froilán González in the 17-lap (50-mile) sports car race supporting the Formula 1 'Daily Express' International Trophy at the BRDC May Meeting.

The British press was spellbound by the roly-poly Argentine's spectacular driving and searing pace, for at Silverstone he showed it all. The British journalists nicknamed González 'The Pampas Bull'. He certainly charged around Silverstone to tremendous effect, not only dominating the sports car race by leading virtually from start to finish in the '0384 AM' but also winning both his Formula 1 race Heat in his factory Ferrari 'Squalo' and the 35-lap Final in a substitute Ferrari 625 to make it a hat-trick of wins that day in May.

He also set fastest Formula 1 lap at 95.79mph (in the 625) while in the 375-Plus he had averaged 83mph on a damp and treacherous track. His fastest lap in '0384' was 85.68mph, 137,872 km/h. He lapped the last-placed of the 27 starters three times, and by chance as he passed the pits to complete his 16th lap '0384 AM' was completely alone on the Silverstone track...

Fully 15 seconds of eery silence then passed before driver/constructor George Abecassis came blaring through in his second-placed HWM-Jaguar. 'The Fearsome Four-Nine' had just eaten all its rivals alive.





10
 Ferrari mechanic Stefano Meazza conducting '0384 AM' through the Silverstone paddock on its way to the 1954 May Meeting's race start. © GPL



11
 While the factory Ferrari transporter carried the team's Formula 1 cars from Maranello to Silverstone in May '54 – race-winning '0384 AM' was towed there on a trailer behind...
 © Marcel Massini

12
 1954 Le Mans 24-Hours Grand Prix d'Endurance – Paolo Marzotto in '0384 AM' leads Jaguar's brand-new D-Type out of Tertre Rouge corner...
 © GPL

13
 The works Ferrari team at the start of the 1954 Le Mans 24H.
 © Corsa Research



The 1954 Le Mans 24-Hour race followed. Maglioli and Paolo Marzotto co-drove this Silverstone-winning '0384 AM' while González/ Maurice Trintignant and Louis Rosier/Robert Manzon handled sister 'Four-Nines'. British journalist Gregor Grant of *'Autosport'* wrote: "The big 4.9-litre cars came to the Sarthe with a dreadful reputation for handling properties. Stories were freely circulating that drivers were averse to piloting them, and that it was as good as signing their death warrant to go to Le Mans.

"Admittedly they are brutal-looking devices, but one could scarcely believe that the genius who has been responsible for the development of the wonderful Ferrari racing cars, would risk the lives of drivers with a dangerous contraption.

"Paolo Marzotto admitted that, at first, the cars are terrifyingly fast, but constant practice made them as easy to control as any modern sports-racing car...

"Watching them in action, it was obvious that the more experienced drivers, such as González and Trintignant, preferred to use the 'slow in, fast out' method of cornering, and not to risk using up their brakes to try to save seconds. They were perfectly aware that they could out-accelerate anything on the circuit, and that they could match the better streamlined (D-Type) Jaguars for sheer maximum speed on the straights."

Paolo Marzotto ran second in '0384 AM' during the opening stages of the great race, as González led from the young Italian with Manzon's sister works 375-Plus third.

'The Autocar' reported how: "Gonzalez, lights on to encourage the slower cars to give room, tore past the stands on the outside of the slight bend, cut across fairly quickly and took the right-hander under the Dunlop Bridge about eighteen inches from the side line, exhaust crackling until his foot went down again; the Ferrari was rock-like in its steadiness. Tony Rolt's Jaguar was equally impressive, his line under the Bridge being one long, beautiful swerve (while) Marzotto was carving closer in, pulling his Ferrari over immediately after the crisp down-change for the bend."

Young Marzotto then moved this Ferrari, race number '3' into the lead, swapping first place to-and-fro with team leader González as rain began. At the end of the second hour's racing González/Trintignant's 375-Plus led the Marzotto/Maglioli car with the Stirling Moss/Peter Walker Jaguar D-Type third. On lap 27 Marzotto regained the lead and when he eventually stopped to refuel he rejoined without handing over to his senior co-driver Maglioli. Problems striking the works Jaguars then left the Ferrari fleet in full control. After four hours the Ferrari 375-Plus trio were circulating 1-2-3 – González, Marzotto and Robert Manzon. Although the rain was abating, the track remained slick and treacherous.



Into that brief mid-summer night Ferrari's domination continued until, after seven hours, the '0384AM' was out with a gearbox failure. The Rosier/Manzon car also succumbed to gearbox breakage, but after a classic battle between the surviving González/Trintignant Ferrari and its Jaguar D-Type counterpart crewed by Tony Rolt/ Duncan Hamilton Ferrari would score sensational victory. The big, brutal, beautiful, baritone 375-Plus had won sports car racing's biggest prize of all...

The ecstatic González began telling every journalist who would listen how these 375-Plus cars were "...lighter than they look" and maintained that they were also remarkably stable, even with their vast fuel load. Their ZF differentials gave them a real advantage on the wet roads, enabling the drivers to make full use of their stunning acceleration while the wet surfaces also solved the problem of tyre wear which would have posed daunting difficulties had the weather been dry and the road surface hot.

Paolo Marzotto described how during the night in '0384AM' he had been given a "slower" signal and consequently backed off down the Mulsanne Straight from around 170mph to 145-150. This he found remarkably boring, making him grow more and more sleepy. On one occasion his eyes snapped open just in time to find the Mulsanne Corner looming up. He exclaimed "I awake so quick I nearly fall out of the car!".

These fearsome 'Four-Nines' were not run again by the Ferrari factory, but for the five-day *Carrera PanAmericana* in Mexico - final round of 1954's FIA Sports Car World Championship - Ferrari's American agent Luigi Chinetti arranged indirect sponsorship on the basis of finding private customers to buy 'the works entries'. Mr Ferrari agreed, providing Umberto Maglioli would drive one 375-Plus.

He won in the ex-Rosier/Manzon Le Mans sister team car '0392AM' which Chinetti had arranged to sell to American owner/driver Erwin Goldschmidt.

Young American Phil Hill in Allen Guiberson's 4.5-litre Ferrari 375MM provided Maglioli's main opposition. But the 375-Plus prevailed. On the long 186-mile stage from Parral to Chihuahua Maglioli averaged a staggering 127mph. Overall, Maglioli won that five-day 1954 Carrera by completing the 1,908-mile distance at an average speed - on 1954-standard Mexican public roads - of 107.96mph. This phenomenal performance vividly emphasizes just how well Ferrari had perfected their big 'Plus' by the end of that 1954 season.

'Our' car, '0384 AM' ex-Maglioli Mille Miglia and González's Silverstone winner, was bought via Chinetti by Kimberly-Clark company 'Kleenex' millionaire Jim Kimberly, of Chicago, Illinois. He had been racing a 375MM before adding the 'Four-Nine' to his private Scuderia. On February 21, 1955, he set second-fastest time on Daytona Beach and six days later placed second again in an airbase race at Fort Pierce, Florida. He co-drove the car with Ebby Lunken in the 1955 Sebring 12-Hours, going well before retirement, then ceded the car to his friend Howard Hively, a Cadillac dealer in Cincinnati, Ohio. He won in '0384 AM' at Lawrenceville, Kansas, in June and both Hively and Charlie Hassan won races in the car at St Joseph, Missouri, that July.

Hively hammered home sixth in the major Road America '500' at Elkhart Lake, and shipped the car to the Bahamas Speed Week that December, but without notable success. The big Ferrari reappeared in the 1956 Sebring 12-Hours, Hively co-driving with Indy star Troy Ruttman only to encounter gearbox problems. On February 25, 1957, with the car resplendent in white, blue and red livery, Howard Hively contested the Cuban Grand Prix on the Malecon highway circuit in Havana.

14

1955 - Ferrari 375-Plus in America - Howard Hively at the helm at the SCCA Kansas City aerodrome race. © Marcel Massini





On March 20, 1958, Hively sold the then-obsolete Ferrari - on Kimberly's behalf - to fellow Cincinnati resident, Karl Kleve, for \$2,500. Kleve collected old and interesting cars - and the occasional aircraft - and enjoyed converting, upgrading and generally tinkering with them. He may have planned to replace the Ferrari's big V12 engine with a stock V8, but time passed - other projects took precedence and '0384' languished on a trailer, abandoned outdoors on one of Karl Kleve's woodland properties, just outside Cincinnati. The old car's V12 engine, at least three of the huge drum brakes, and the engine cover, boot lid and doors had been removed, becoming buried for years amongst other detritus in one of his barns. The cockpit area paneling suffered localized burn damage, said to have been caused by a cockpit wiring fire. Meanwhile the denuded chassis and main aluminium body sat outside, in sun, rain and snow...and its rear end, especially, began to corrode...

Around 1970 Karl Kleve sold the original V12 engine to GM engineer Fred Leydorf. The years rolled on, with 'The Fearsome Four-Nine' still languishing on Kleve's woodland lot, a sapling tree first sprouting then maturing through its empty engine bay.

On or about January 13, 1989, this car was removed - unbidden - from Kleve's land. It was taken down into Georgia, whence it was acquired by a French buyer, one 'Giles Christian' for \$50,000. As early as that February the frame and surviving attached body were shipped to Antwerp, Belgium, bound for Michael Kruch's *L'Exception Automobile* concern. In America Karl Kleve had reported the car stolen, and the Belgian authorities impounded it to investigate. They concluded it had been bought in good faith and that its European title was sound. In February 1990 the car was released and sold the following month to veteran racer and Belgian Ferrari concessionaire Jacques Swaters in partnership with enthusiast Philippe Lanckswert.

While litigation triggered by its extraction from Karl Kleve's tenure ensued within the US, '0384 AM' has remained in Europe ever since. Messrs Swaters and Lanckswert had it gleamingly restored in Modena, under the supervision of respected former factory *Assistenza* manager Gaetano Florini. The corroded original body paneling was carefully removed and preserved, rusted sections of the chassis - most notably at the long-exposed rear - were removed, replaced but also kept and accompany the Lot now offered here. Respected local Ferrari specialists Bachelli & Villa rebodied the car and a fresh V12 engine to the correct spec was assembled and installed. Swaters showed the car in Brussels and at Spa in 1992 and - most importantly - reached a settlement with Karl Kleve in the US.





Philippe Lanksweert ran this sparkingly restored 'Four-Nine' in selected Historic events into 'the noughties' and it was displayed at the Ferrari factory's Galleria Ferrari in Maranello.

On December 24, 2003, Karl Kleve died, aged 90. His daughter Kristine Kleve Lawson fell heiress to the stored stack of parts long-removed from '0384 AM' and not taken at the time of the car's removal from its Cincinatti incarceration. An unfortunate dispute then developed between her and Jacques Swaters who really wanted to reunite these parts with the restored car. He was, however, able to buy the original 4.9-litre V12 engine from Fred Leydorf and it is back in the car today, with the 1990s Nuova Lunelli-block replacement unit set aside but retained as a hugely valuable spare.

The situation between Jacques Swaters and Kristine Kleve and her American advisors ebbed and flowed during this period, becoming a legal dispute in 2010. Jacques Swaters – himself a towering figure within the Ferrari world – died that December, and '0384 AM' was inherited by his daughter Florence.

She invited Bonhams to assist, in part to help mediate between the Belgian and American parties and – if litigation could be settled – to sell the car by auction for mutual benefit. As in several other instances over many years, Bonhams has been successful in bringing these parties together.

Today – with all relevant litigation settled - this magnificently presented ex- González Silverstone-winning, ex-Maglioli Mille Miglia and Le Mans works Ferrari is now poised to enter a caring new ownership. It is accompanied by all the once Kleve-removed original components, its 1954 works team body paneling – still in Hiveley's 1957 Cuban GP livery – engine cover, boot lid, spare brake drums, numerous original Borrani wire wheels (still shod with contemporary tyres), all the excised corroded chassis tubes, the late-replacement V12 engine, and even the numerous casting patterns used in that unit's manufacture.

In period the Ferrari 375-Plus was the most powerful and fastest factory team projectile in World Championship contention.

It proved its pace, stamina and ultimately well-developed handleability by winning not only the Le Mans 24-Hours but also – at record-breaking pace – the *Carrera PanAmericana* through Mexico. Umberto Maglioli and Paolo Marzotto were both patrician 'Mr Cools' who handled '0384AM' while Froilan González, the near-spherical little 'Pampas Bull' was the really muscle-packed totally 'speed-happy' hero who hurled the car round Silverstone to win both there, and in the sister car that same year, at Le Mans.

So here is a classical front-engined factory Ferrari handled in period by truly charismatic top-line drivers – and one whose ex-works story is jam-packed with astounding eccentricity, sometime mystery and now completely resolved intrigue...

We recommend the closest inspection, and consideration. And from personal experience we can confirm that today this thunderous 'Four-Nine' drives every bit as impressively as it looks.

No Reserve

Please note: Special bidder registration procedures apply to this Lot. If you intend to bid on this Lot you need to register your interest with Bonhams no less than 48 hours in advance of the Sale. Please also refer to the Guide for Buyers Page at the front of the catalogue.







321

The ex-Norman Wisdom
1937 JAGUAR 2½-LITRE ROADSTER

Registration no. NW 100

Chassis no. 18064

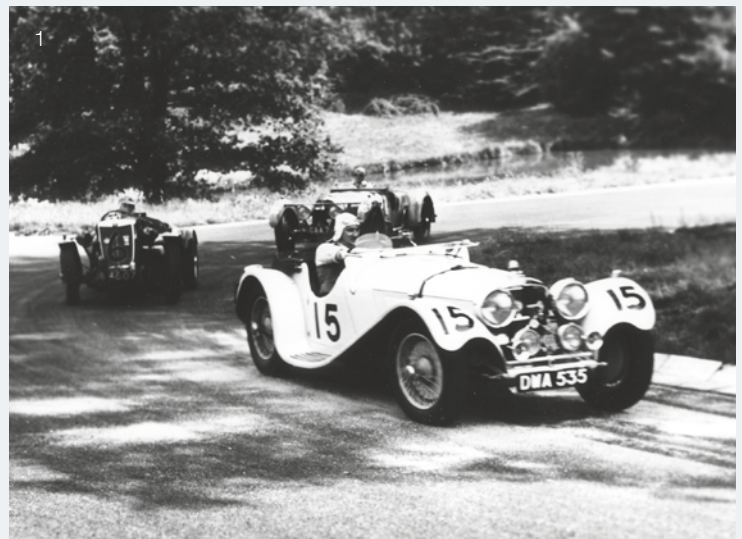
Engine no. 252321

1

'18064' sporting its original registration number 'DWA 535' the driver is believed to be J Mitchell, Crystal Palace Plate, August 1938.
© Terry McGrath Motoring Archives

2

Norman Wisdom's SS100 on display at a local show, 1970.
© Terry McGrath Motoring Archives



The SS100 Jaguar roadster offered here was formerly owned by Sir Norman Wisdom, OBE, who acquired the car in June 1962 and kept it until April 1978 when it passed to the current vendor. Born in 1915, Norman Wisdom was an actor, comedian and singer-songwriter best known for a series of immensely popular comedy films featuring his hapless onscreen character, Norman Pitkin: *'The Square Peg'* (1958), *'On the Beat'* (1962), *'A Stitch in Time'* (1963) and *'The Early Bird'* (1965). He later pursued an equally successful career on Broadway and in television, and only retired from acting in 2005 at the age of 90. Wisdom was knighted in 2000 and died in October 2010 at his home in the Isle of Man. He was also a dedicated motoring enthusiast, owning two Bentleys (registered 'NW 1' and 'NW 2') as well as this SS100.

Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. The introduction of the OHV unit was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation).

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons.

Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder sidevalve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake.



Launched in 1936 alongside the 2½-Litre saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp.

Although a fine touring car, the SS100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Litre and 116 of the later 3½-Litre cars had been made by the time SS100 production was prematurely ended by the outbreak of war.

Chassis number '18064' was supplied new in 1937. The car's early history is not recorded but there is a photograph on file showing it racing while carrying the registration 'DWA 535'. Norman Wisdom had the current registration 'NW 100' transferred to the car when he bought it in 1962 (see continuation logbook on file).

The body and trim are different from those of standard cars, and it is believed that these differences were in place early in its life. The only other notified deviations from factory specification are external exhaust pipes, twin spare wheels and different rear lights.

'NW 100' has covered only some 1,000 miles in the last 20 years and will be serviced and MoT'd immediately prior to sale by marque specialist David Wall of Hoveton, Norwich, who has looked after the car since 1991. David's bills are on file together with one for £1,200 in 1995 from SS & Classic Restorations of Diss, Norfolk. Additional paperwork consists of a V5C registration document and a copy of Norman Wisdom's letter (dated February 1985) recalling that he paid £300 for the car, spent considerably more having it completely renovated and kept it at his home in West Chiltington, Sussex until the gardener persuaded him to sell it!

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire an example of the model that can be said to have started the Jaguar legend, '18064' is eligible for a wide variety of the most prestigious historic motor sports events.

£190,000 - 220,000

€230,000 - 270,000





322

2001 BMW Z8 CONVERTIBLE WITH HARDTOP

Registration no. Y228 SBE

Chassis no. WBAEJ21060AF78668

Engine no. 60112454



That this new car, the Z8, is scorchingly fast comes as no surprise. It employs the potent 400-hp M5 powertrain, which endows the M5 sedan with the acceleration of a Corvette. Weighing about 500 pounds less than the two-ton M5, the Z8's performance is beyond question.' – *Car & Driver*.

In recent times many motor manufacturers, particularly those with a significant sporting heritage, have felt the need to reference iconic models from the past when launching their latest. BMW has proved adept at exploiting this 'retro' trend, commencing in 1996 with the Z3 coupé and convertible, the styling of which brilliantly recalled its fabulous '328' sports car of pre-war days. Its next effort along similar lines - the 'Z07' concept car of 1997 - took its inspiration from the post-war Alfred Goetz-designed '507', a luxurious limited-edition roadster which, despite its sublime looks and superb performance, all but bankrupted the struggling German company.

The sensation of the 1997 Tokyo Auto Show, the Z07 was received so enthusiastically that BMW took the decision to press ahead with a production version: the Z8. Some of the Z07's less practical features were deleted, including the four-spoke steering wheel, 'double bubble' hardtop and driver's headrest fairing, but for the most part the Z8 remained remarkably faithful to the original concept, retaining the 507-like twin-nostril front grille and distinctive front-wing vents. A period-style interior had been one of the Z07's most remarked upon features, and that too made it into the Z8. *Car & Driver* was moved to remark: 'In truth, the Z8's visual charisma is so powerful that just sitting in this car with the engine off is more fun than driving many other cars. Then when you press the starter button – set apart, also a tribute to the past – another level of excitement begins.'

The Z8's body panelling and spaceframe chassis were fabricated in lightweight and corrosion resistant aluminium, while the 32-valve 4,941cc V8 engine, shared with M5 saloon, was built by BMW's Motorsport division. With 400bhp on tap, the Z8 raced to 100km/h (62mph) in 4.7 seconds and only the built-in rev limiter stopped it from exceeding 250km/h (155mph). Power reached the run-flat tyres via a Getrag six-speed manual gearbox. Needless to say, the Z8 also came with all the modern appurtenances one would expect of a flagship model: traction control, stability control, front and side air bags, GPS navigation, climate control and power operation of the seats, steering wheel and convertible hood all being included in the package.

The fact that the Z8 was a low-volume model assembled, for the most part, by hand enabled BMW to offer customers considerable freedom in personalising their cars. Further enhancing its appeal to collectors, the factory announced that a 50-year stockpile of Z8 parts would be maintained. Despite a (US) launch price of over \$128,000, initial demand was so high that a bidding war broke out, with many Z8s selling for well in excess of that figure. By the time production ceased in 2003, 5,703 of these fabulous cars had been built.

In the current (third) owner's hands since 2007, this Z8 has seen little use over the course of the last 2-3 years and has covered only 26,500 miles from new. 'Y228 SBE' was last serviced in April 2014 by Performance & Prestige Cars Ltd of Ewelme, Oxfordshire (see bill for £2,568 on file) and is described as in generally good condition. Complete with factory hardtop, this rare and collectible modern classic is offered with sundry service bills, current MoT and V5C registration document.

£80,000 - 120,000
£99,000 - 150,000



323 *

31,000 kilometres from new
1938 HORCH 930V SPORTS SALOON

Chassis no. 930630



In 1932 Horch became part of the 'Auto Union' together with Audi, DKW and Wanderer. The firm produced a veritable plethora of model variations throughout the 1930s, ringing the changes on engine capacity, wheelbase and styles of coachwork, but all were aimed squarely at the prestige end of the market where Horch was the only serious domestic rival to Mercedes-Benz.

Paul Daimler, son of Gottlieb, had been Chief Engineer for most of the 1920s, and following his departure Fritz Fiedler (later of BMW fame) took over, designing a single-overhead-cam straight-eight - the Horch 450 - which was followed by 6-litre V12-powered 600 and 670 models in 1931 and the V8-engined 830 and 930 in 1933. The 830/930 was available in two engine capacities - 3,517cc or 3,823cc - and a variety of body styles including a saloon, limousine, tourer and three different types of cabriolet. Around 6,400 830s of all types had been made when production ceased in 1940, plus some 2,000 of the short-wheelbase 930.

After WW2, Horch's Zwickau factory ended up on the eastern side of the 'Iron Curtain' where it would eventually be pressed into service manufacturing the utilitarian Trabant - a sad end to a once noble marque that had ranked among the very best.

This rare and original German thoroughbred is presented in un-restored 'time-warp' condition having covered a mere 31,000 kilometres from new in the hands of only two owners.

The Horch was purchased new in 1938 from the Auto Union dealer Bertel O Steen in Oslo by the industrialist and CEO of Kampen Mekaniske Verksted, Hans Andreas Hartner. Hartner was an engineer by education and still holds four international patents in mechanical engineering.

When Germany invaded Norway on 9th April 1940, the car was hidden away from the occupying German forces and only re-emerged in 1948, three years after the war's end in the same pristine condition as when it had been concealed. The Horch was only used on a very limited basis from 1948 to 1966 due to Norwegian restrictions on car ownership after WW2.

On 1st June 1966 the car was bought by the current owner from Hans Andreas Hartner's son, the odometer reading at that time being 22,000 kilometres. It has been kept in a climate-controlled garage since 1966 and used sparingly. In May 1999 the Horch was driven from Bergen in Norway to Ingolstadt in Germany and back, a distance of 3,200 kilometres, to attend the Horch 100th anniversary celebrations. Re-commissioned in May 2014 by the specialist preparation company Ramsport, the car is presented in full working order and offered with its original Norwegian registration document, owner's manual and the current vendor's personal logbook.

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

£75,000 - 100,000

€92,000 - 120,000





324 N

The ex-Lewis 'Mac' McKenzie
1929 BENTLEY 4½-LITRE SPORTS 'BLUEBELL'
COACHWORK BY CORSICA

Registration no. KW 5669

Chassis no. RL3439

Engine no. NT3127



The 4½-Litre offered here - chassis number 'RL3439' – has one of the longest competition histories of any car known to the Bentley Drivers' Club. Completed in March 1929, 'RL3439' was originally fitted with engine number 'RL3443' and bodied as a Weymann-type saloon by Gurney Nutting. The car was registered 'KW 5669' and sold new to one Edgar Heap of Ilkley, West Yorkshire. In 1932 Mr Heap sold the Bentley to the second owner, Major A N Braithwaite of Leeds. Bentley Motors' service log shows that McKenzie's Garages serviced Major Braithwaite's car for two years prior to 'Mac' acquiring it in 1936.

A renowned tuner specialising in the preparation of the Cricklewood cars, Lewis Charles 'Mac' McKenzie was a prominent figure in Bentley circles during the 1930s. He is best known for preparing the cars owned by 'gentleman racer' Forrest Lycett, at that time one of the Bentley world's biggest names. Like all successful sportsmen, Lycett was always seeking to gain an advantage over his rivals and constantly exploring ways of making his cars faster, to which end he turned to 'Mac' McKenzie, proprietor of McKenzie's Garages Ltd of London SW1, whose premises were located to the rear of Victoria Station.

Known as the 'High Priest' of Vintage Bentleys, it was 'Mac' who built Lycett's famous racing 8-Litre, 'YX 5121', shortening the chassis and tuning the engine to produce well in excess of 300 horsepower. The result was one of the fastest road cars of its day, which Lycett used to set class records at venues such as Brooklands, Lewes and Shelsley Walsh.

'Mac' followed principals proven on the 8-Litre when he was given Lycett's new 4½-Litre to play with, shortening the chassis, lowering the suspension and tuning the engine. Bodied by Corsica as a two-seater in a style similar to that of the 8-Litre, this new car was named 'The Hooligan'. Delighted with way his new creation had turned out, 'Mac' decided to build another for himself. Offered here, that car was started in 1936 and on completion was painted in Riviera Blue, earning itself the nickname 'Bluebell' by which it has been known ever since. 'Mac' and 'Bluebell' had taken two wins at Crystal Palace (in 1939) plus 1st- and 2nd-in-class awards at the Lewes Speed Trials before the outbreak of war brought such activities to a halt. After his death in August 1956, the Bentley Drivers Club, of which he was a founder member, named the newly erected scrutineering bay at Silverstone in his honour.



In 1942 'Mac' had sold 'Bluebell' to Jack Evan-Cook, who intended to race the Bentley after the war but ended up selling it to friend and fellow Bentley enthusiast Gordon Alexander. 'Bluebell' resumed its competition career with Gordon Alexander, winning at Gransden Lodge in 1946 before passing to its next owner, BDC stalwart W A L Cook, in 1948. 'Bill' Cook had a number of competitive outings with 'Bluebell' in 1948 and '49 at venues including Hendon, Silverstone, Brighton Speed Trials and Firlie Hill Climb, securing a class win in the latter.

Early in 1950 'Bluebell' was acquired by Horace Wilmshurst and over the next two years continued to be energetically campaigned, winning at Feresfield, Goodwood, Hendon and Silverstone. Demonstrating that the Bentley had lost none of its roadability in the process of conversion for racing, Horace and his wife Joan took Bluebell on a 3,000-mile continental touring holiday in 1951. In July 1952 Wilmshurst sold the car to J A 'Joe' Walker, who continued to race it regularly until April 1957 when he crashed at Silverstone.

1
J A Walker in 'Bluebell' Silverstone, September, 1952
© Ted Walker

2
'Bluebell' pushes on at VSCC Silverstone, July, 1953
© Ted Walker



The next four recorded owners are E G Hefford (1965), Mrs D Russell (1967), Paul Harris (1972) and J E Meadows (1973).

The last named commenced a rebuild but in 1974 the car was sold on to Major J H 'Jack' Bailey. In 1977 'Bluebell' passed to well known Bentley aficionado and racer Tim Llewellyn, who rebuilt the car and raced it successfully in BDC and VSCC events, as did his wife and father. In 1986 Tim won the Class 2 category in the VSCC's Lakeland Trial, an event for which the Bentley was not considered ideal, further underlining the car's all-round capability. In 2000 the Llewellyns reluctantly parted with 'Bluebell', which found a new home with George Sandy. In 2010 'Bluebell' returned to Goodwood to take part in the Revival Meeting and is currently registered in Holland.

Running on straight SAE50 oil, the engine incorporates a fully baffled wet sump with double size oil pump and pressure reservoir. The Allen fully counter-balanced crankshaft turns on shell bearings, as do the tubular connecting rods, while other noteworthy features include Cosworth pistons, 8.5:1 compression ratio, fully gas-flowed cylinder head, standard camshaft and 'Sid Lawrence' style solid steel rockers. Ignition is by coil and the engine breathes via twin SU HD8 carburettors.

The gearbox is standard D Type and the 3.53:1 rear axle incorporates a racing steel differential cage. The chassis has been shortened from 10' 10" to 9' 9½" and the brakes converted to hydraulic operation. Starting instructions will be found in the history file.

The Bentley's history is fully documented by the accompanying ring-bound folder of press cuttings and factory record copies, and 'Bluebell' also comes with FIA Historic Vehicle Identity Form (1990), Netherlands registration papers and old German Fahrzeugbrief (issued 2006). Retaining its beautifully proportioned Corsica body and boasting a competition history equalled by few of its peers, 'Bluebell' represents a possibly once-in-a-lifetime opportunity to acquire this most celebrated of Bentley racing 'specials', created by one of the marque's legendary practitioners, 'Mac' McKenzie.

£480,000 - 560,000

€590,000 - 690,000



325

**The ex-works, Hoshino/Wada/A Suzuki, Le Mans 24 Hours
1987 NISSAN R87E GROUP C SPORTS PROTOTYPE**

Chassis no. 87G-3

Engine no. VE45



This Nissan sports prototype, chassis number 'R87G-3', is one of four upgraded to R88C specification for the 1988 season of Group C sports car racing. Regarded by many as a modern 'golden age' of international sports car competition, the FIA's Group C category for roofed prototypes lasted from 1982 to 1993. Rather than being based on engine capacity and weight, the traditional parameters of motor racing formulae, Group C placed a limit on the amount of fuel permitted but otherwise allowed constructors virtually a free hand in design. As interest in the class grew, the world's major motor manufacturers joined the fray with Ford, Porsche, Jaguar, Aston Martin, Lancia, Mercedes-Benz, Mazda, Nissan and Toyota all fielding works entries.

Nissan's initial support for the formula was relatively low-key. In 1983 they supplied engines for the privately run Hoshino team and it was not until 1985 that a factory competitions department was formed, known as Nissan Motorsport, or 'Nismo'. In 1986 Nissan commissioned the British manufacturer March to supply a chassis suitable for Group C. Designed by former McLaren Formula 1 engineer Gordon Coppuck, it was a monocoque fabricated from aluminium honeycomb panels, and featured side-mounted radiators for greater aerodynamic efficiency. The four chassis built were shipped to Nissan in Japan for completion.

The Japanese manufacturer already had experience of building an engine for sports car racing, its production-derived V6, used initially by the Electromotive team for the IMSA GTP series in the USA, having been undergoing development for the preceding couple of years.

For 1986 this engine was extensively reworked to take advantage of the less restrictive Group C rules, re-emerging with an aluminium block and twin Garrett turbochargers, replacing the cast-iron block and single turbocharger of the GTP unit. Around 700bhp was available from this 3.0-litre engine in race trim, with up to 1000 horsepower on tap for qualifying.

The first of Nissan's new R86 Group C prototypes debuted at a national race at Suzuka but was sidelined following a fire in practice. Lacking development, the R86 failed at Le Mans while an earlier R85 could only manage 16th. All four cars competed at Fuji later in the year, the two survivors finishing 10th and 11th. Undeterred by these poor results, Nissan regrouped for 1987.

Its hopes for success were centred on a new purpose-built 3.0-litre V8 'VEJ30' racing engine equipped with twin IHI turbochargers, which out-performed the old V6 in terms of both maximum power and fuel economy. An exclusive chassis supply deal had been concluded with March, which shipped three new 87G cars to Japan. In Nissan nomenclature they became the R87E.

Surprisingly, given the disappointments of 1986, Nissan once again undertook very little competition proving prior to Le Mans, which was its primary objective, a single entry at Fuji being the R87E's solitary outing. The car failed to finish, as did the two R87Es that ran at Le Mans. Engine failures had been the cause of all these retirements so the V8 was completely redesigned for 1988 as the 'VRH30', the existing March 86G/87G chassis being adapted to accommodate the new power plant. These changes included a lengthened wheelbase and revised aerodynamics on the resulting R88C cars.





Learning from past mistakes, Nissan entered more races in the run up to Le Mans where it was represented by two works R88Cs and two privately entered V6-engined cars. Reliability once again proved to be the Nissan's Achilles heel, though the Japanese manufacturer did manage to get one of the R88Cs to the finish, albeit 50 laps behind the winning Jaguar XJR-9. The other car, that offered here, completed 286 laps before the engine failed. '87G-3' also competed in six races at Fuji and Suzuka in 1988. Always carrying competitor number '23', it was usually driven by Kazuyoshi Hoshino and Kenji Takahashi. They were joined by Win Percy for the Fuji 1000km in May, while for the Le Mans 24 Hours, Hoshino was partnered by Takao Wada and Aguri Suzuki. Its complete 1988 race history is as follows:

3rd March - Fuji 500km, Hoshino/Takahashi, DNF
10th April - Suzuka 500km, Hoshino/Takahashi, 6th
1st May - Fuji 1000km, Hoshino/Takahashi/Percy, 7th
12th June - Le Mans 24 Hours, Hoshino/Wada/A Suzuki, DNF
24th July - Fuji 500miles, Hoshino/Takahashi, 5th
28th August - Suzuka 1000km, Hoshino/Takahashi/T Suzuki, DNF
9th October - Fuji 1000km, Hoshino/Takahashi/Grice, 9th

1
Pushing through the Porsche curves, Le Mans 24hr, 1988
© LAT Photographic

2
Le Mans 24hr, 1988 © LAT Photographic

Despite a switch to Lola chassis and the development of an enlarged V8 engine, Nissan had little to show for its involvement in Group C by the time the factory pulled the plug on the campaign, pole position at Le Mans in 1990 being the summit of its achievement.

'87G-3' later passed into the ownership of Robert Berridge of Beckley, Oxfordshire, from whom it was acquired by the current vendor. The car has been restored (see certification on file) and retains its 1988 Calsonic sponsor's livery and Le Mans driver listing. The transmission and engine were rebuilt as part of the restoration, and Xtec Engineering's £27,347 bill for its work on the latter, dated May 2011, is on file also. Rebuilt to the specification of the later 3.3-litre unit, the engine recorded a power output reading of 780bhp on the dynamometer. A later Stack dashboard is the only other notified deviation from factory specification.

'87G-3' has run for less than one hour since the rebuild's completion and is presented in commensurately good condition. Offered with (lapsed) Group C Racing Technical Document, '87G-3' represents a rare opportunity to acquire an ex-works Group C sports prototype with in-period Le Mans history.

£420,000 - 480,000
€520,000 - 590,000

2

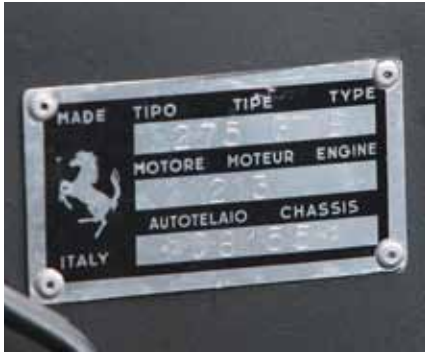


326

**Factory certified, four owners from new, meticulously maintained
1966 FERRARI 275GTB LONG NOSE ALLOY BERLINETTA**

Chassis No. 08155

Engine No. 08155



Ferrari's highly successful 250 series was superseded in 1964 by the 275. Pininfarina was once again called upon to work his magic for the Maranello concern, creating a true classic of sportscar design for the 275GTB.

Penetrative nose, long bonnet, purposeful side vents, high waistline, short be-spoilered tail: these were all ingredients of the recipe yet the result was so much more than merely the sum of its parts. The tail spoiler and cast-alloy wheels echoed developments first seen on Ferrari competition cars, while beneath the skin there was further evidence of racing improving the breed, the independent rear suspension - seen for the first time on a road-going Ferrari - employing a double wishbone and coil-spring arrangement similar to that of the 250LM racer. The adoption of a rear-mounted five-speed transaxle combining the gearbox and differential in a single unit helped improve weight distribution, and the feature would characterise future generations of front-engined Ferrari road cars.

Now enlarged to 3.3 litres, the 60-degree V12 engine remained the familiar Colombo type, in standard form producing 280bhp at 7,600rpm. A higher - 300bhp - state of tune employing six Weber carburettors was available, and this was used for the handful of aluminium-alloy bodied 275GTB/C (Competizione) models built, though customers purchasing a 275GTB for road use could also specify aluminium coachwork and/or the six-carburettor engine. Sadly, by 1968 the progress of automobile emissions legislation had effectively outlawed the 275GTB and its like from Ferrari's most lucrative export market, the United States, and the model was phased out later that same year.

Never has the marque or model been so fashionable than it is today, the 275 being truly appreciated for its 'end of an era' flowing curves and beauty, as well as the broad eligibility which it affords its custodians.

This example must surely be one of the very best that exists in the world by any yardstick, it combines a simplicity of ownership, hugely desirable specification packaged in an unusual and supremely elegant colour scheme.

08155 was delivered new to Luigi Lupini an Italian living in Bramley, Johannesburg, South Africa. It was specifically designed with this location in mind, it had a three carburettor set up, so as to obviate incessant tweaking of its aspiration, and in preference to an all leather interior, in the humid Jo'burg, the driver and passenger seats were special order leather sides with cloth centre panels, sometimes designated as 'Tropicale' specification.

In October 1977 it transitioned within the same family, becoming the property of Lupini's son Nimetta, then being registered in their company name. It remained still in that family when it left its original home and returned to Europe to be offered for sale at public auction at the Nürburgring in August 1991. Now 25 years old, it had covered a mere 28,000 kilometers from new.

At this point it passed to its second owner, Sanders van der Velden of the Netherlands.





Staying in Continental Europe for much of the next 8-9 years, it would change hands just once more to Dr. Michael Duess before it was discovered there by an agent representing the current owner. His remit was very simple, he was commissioned to find a 275 GTB which would prove to be the most usable of tour cars which would be routinely driven, and the best example that was available. In line with these parameters, it was decided to source a triple carburettored alloy Berlinetta.

When 08155 became available in 1999 the agent hotfooted it to Germany. He inspected, agreed the deal and drove it back to the UK, an exercise which was accomplished with typical ease and without issue.

At first it was deemed to check the car over mechanically, to ensure it could be used as intended. At the same time and ahead of the current interest in originality, the owner and agent very sensibly decided that the original seats were likely to suffer from use and that since they were in relatively good shape it would be wise to remove them. A second set of 275 seats were found and recovered in matched deep red leather, while the originals were sympathetically refurbished and the central fabric carefully cleaned. These remain with the car and could be refitted if necessary.

Some light paintwork was carried out, specifically it was noted that the doors had suffered corrosion inside, no doubt from their original delivery location. These were carefully restored and the paint matched. It is thought that just one previous repaint had been carried out in the early 1970s.

Over the course of the last 15 years, the car has been systematically maintained with absolutely no regard for the cost of doing so. This work has almost exclusively been entrusted to Bob Houghton's famed Ferrari garage in Northleach. Routinely after any event a 'snag' list has been supplied and everything fixed however large or small an undertaking. More major work carried out has included an engine and gearbox rebuild as well as replacement of the engine and gearbox mounts, the suspension and brakes were fully rebuilt and the fuel system including both mechanical and electric pumps were rebuilt also. While rebuilding the engine, the opportunity was taken to repaint the engine bay. Not surprisingly these invoices are fastidiously documented and accompany the car.

As a true custodian of an important Ferrari, the owner has balanced his work with play ensuring that the car has been present at the most significant gatherings of 275s and Ferraris.

1
The original seats are offered with the car



The car was debuted in his ownership at the Ferrari Owners Club National Meeting and Concours at Broughton Castle, in July 2001, it returned there the following year also winning the Roy Taylor trophy.

2004 was an important year for the model, when it celebrated its 40th Anniversary, accordingly, a road tour and concours was organised by Ferrari and its owner entered 08155 on this event. The trip to the factory coincided with the company's introduction of its now universally understood Classiche program for authenticating Ferraris. Long before this term became so important in the provenance of any collectible Ferrari the owner of the car was keen to have his car properly assessed and submitted it for certification. Naturally, for such an original and unmolested car it passed with flying colours.

Similarly, on the 60th Anniversary of Ferrari in 2007, the car returned to Fiorano to be displayed at the company organised festivities. Again testament to the car it placed 3rd in Class, and where points were noted on the judging sheet as deduction these were rectified or improved as they have been after all concours entries. Another successful showing came at the FOC Boughton Castle Concours in 2012, while other tours completed have included the Rallye des Alpes, 2008 Watch Tour, 2010 Mille Miglia Tribute rally, and most recently the 2013 edition of the Italia Classica. In order to participate in these events FIVA papers were secured, which although not transferable, would clearly be easily re-applied for in new ownership.

In fifteen years of current ownership, only a further 1,000 kilometers a year have been added to its mileage gauge, reading just under 48,500kms (30,000 miles) this is an exceedingly modest number for a near 50 year old car. It has always been serviced by Bob Houghton, and is absolutely 'on the button' and ready to go.

By definition this is a rare derivative of a rare breed, if gauged by Dyke Ridgley's Cavallino listing of production variants, less than 10% of the 454 cars were delivered as left hand drive Long Nose Alloy Berlinettas. It is not unthinkable to suggest that this is the only to have arrived with its first owner in the appealing and understated guise of Argento paint with Rosso interior and the special 'Tropicale' seats.

So, there you have it, a meticulously maintained, ultra rare, factory certified Ferrari - it doesn't get more covetable or collectible than that, it is certainly one of the finest 'Prancing Horses' that Bonhams has had the privilege to offer.

£2,200,000 - 2,500,000

€2,700,000 - 3,000,000







327

**Multiple concours-winning
1963 DAIMLER SP250 ROADSTER**

Registration no. 4068 WK

Chassis no. 101553

Engine no. 97382



An unusual departure for a firm more noted for its stately limousines, the SP250 sports car was Daimler's final fling before its 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 manufactured by Daimler themselves. Four-wheel disc brakes were an unusual feature at the time but unquestionably the car's biggest virtue was its magnificent 2.5-litre V8 engine.

An outstandingly flexible unit, the smaller of Daimler's two Edward Turner designed 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 take-over, 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 while its 'C' replacement, introduced in April 1963, differed only in detail. Sadly, the Jaguar E-Type's arrival meant the SP250's days were numbered and production ceased in 1964.

Left-hand drive chassis number '101553' was a special order through Clark & Simpson of Sloane Square, London and was registered as '4068 WK' in January 1963 by the factory on behalf of its only former keeper. The car spent its first 2½ years in Roehampton, West London before being taken to the owner's house on the Algarve. After 26 years in Portugal it was purchased by the current vendor and brought back to the UK.

'4068 WK' is the best known SP250 in the world with 96 concours wins over the years. It has been featured in numerous classic car magazines and is included in Quentin Willson's *'Ultimate Classic Car Book'*. Its most notable accolades include 'Best SP250' in the Daimler & Lanchester Owners' Club (numerous wins); Masterclass winner in the Daimler & Lanchester Owners Club (numerous occasions); 'Best in Show', Alexandra Palace Classic Car Show; 'Best Sports Car', Bromley Pageant; Autoglym/*Popular Classics* Magazine National Winner; Masterclass winner and 'Best in Show', Brighton & Hove Motor Club (several occasions); Autoglym 'Best in Show', Folkestone national event; plus numerous other 'Best in Show' awards: Knebworth, Shuttleworth, Blenheim Palace, Penshurst Place, Colchester, Luton Hoo and Braemar House.

'4068 WK' has covered only 72,930 kilometres (45,316 miles) from new and was restored in 1992. The car retains its original registration and original Dunlop wire wheels, while the colour combination of silver paintwork, St James' Red leather trim and grey hood, tonneau cover and hood bag is exactly as it was when the car left the factory. Other noteworthy features include an unleaded fuel conversion, electronic ignition, a stainless steel exhaust system and an electric cooling fan with its own control switch. Offered with current road fund licence, MoT to January 2015 and V5 registration document, the car also comes with a complete set of original handbooks, an old-style buff logbook, the original warranty card and a complete Daimler tool roll.

£45,000 - 55,000

€56,000 - 68,000



328

1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE 2+2 COUPÉ

Registration no. FHJ 39D

Chassis no. 1E50112

Engine no. 7E51015-9



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of a 4.2-litre version, which featured an all-synchromesh gearbox and a host of other improvements as well as the bigger, torquier engine. The E-Type's top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 was joined by an additional 'family friendly' 2+2 coupé variant on a longer wheelbase. With the 2+2's increased length and additional rear seats came greater headroom, more luggage space, improved heating/ventilation and optional automatic transmission.

An early example of its type (the 2+2 chassis number sequence commenced at '1E50001') this right-hand drive E-Type Coupé has the desirable manual transmission option. The car was purchased by the immediately preceding owner in 2000 having already undergone partial restoration, including a repaint, much of the work being carried out by Jaguar specialists, Martin Robey.

Since then further restoration has been undertaken by D & A Dennis Engineers of Essex, including £5,500-worth of general works to the chassis, interior, electrics, engine bay, body, etc. In addition, renowned marque specialists, J D Classics carried out extensive renovation at a cost of circa £44,000, which was completed in 2004. Systems overhauled/parts replaced included the suspension, brakes, sills, carburettors, exhaust, wiring, battery, radiator, fans, heater and sun visors, (see full breakdown of works on file). Subsequently the car was fully serviced by Racing Green and fitted with a high torque starter motor.

The current vendor purchased the E-Type at Bonhams' Goodwood Revival sale in September 2012 (Lot 131). Since then the car has benefited from some £15,000 spent with marque specialists Twyford Moors on various works including rebuilding the differential and rear brake callipers; replacing the rear discs; fitting a new Facet fuel pump and braided fuel lines; renewing the steering rack mounts; fitting 1.2.3 electronic ignition; replacing the clutch slave cylinder; and repairing the alternator. Described as in generally very good condition, this ultimate British Gran Turismo is offered with sundry restoration invoices, current MoT/tax and V5C registration document.

£38,000 - 46,000

€47,000 - 57,000

329

*The ex-Lord Iveagh, Francis Hutton-Stott,
from the Michael Banfield Collection*
**1902 DE DIETRICH 16-HP "PARIS-VIENNA"
REAR-ENTRANCE TONNEAU**

Registration no. A 2101

Chassis no. 1036

Engine no. 558



Few cars can have come to light as spectacularly as this magnificent veteran, which was discovered during World War Two when a German bomb demolished the stable in which it had been sleeping on blocks since 1912. With just four owners from new, this powerful four-cylinder 4078cc De Dietrich is identical in specification to the works racers built for the 1902 Paris-Vienna Race.

“Same as you can buy” has always been a potent sales tool for motor makers, who realise that competing in motor sport with examples of their production models is excellent advertising. That was as true in 1902 as it is today, and the excitement engendered by that year’s Paris-Vienna race, which was run concurrently with the Gordon Bennett Trophy, saw De Dietrich of Lunéville (Lorraine) enter four of their new 16-hp cars, which were built under a licence signed earlier that year with Turcat-Méry of Marseille.

The roots of the De Dietrich company lay in Alsace, where in 1681 the burgomaster Dominique de Dietrich had signed the act that made Strasbourg a French city. Soon after, the de Dietrichs acquired an ironworks at Niederbronn, 26 miles north of Strasbourg, to establish a metallurgical business that by the mid-19th Century had become a specialised manufacturer of railway wheels, axles and rails.

However, after the Franco-Prussian War of 1870-71, Alsace and part of the neighbouring province of Lorraine had been annexed by the victorious Germans, who instituted protectionist customs duties that prejudiced sales to the firm’s main customers in France. To counter this, in 1879 De Dietrich set up a French subsidiary in Lunéville, a border town that attracted former citizens of the annexed territories who had chosen exile rather than adopt German nationality. The subsidiary became a separate company in late 1897.

Earlier in that year De Dietrich of Lunéville had acquired the licence to build cars designed by Amédée Bollée, but these idiosyncratic flat-twin automobiles had become thoroughly outmoded by 1901. Board member Baron Adrien de Türckheim, whose father had married into the de Dietrich family and ran the Lunéville factory, looked around for an up-to-date successor. Early in 1902, Adrien de Türckheim visited Nice – probably for the Automobile Meeting at the beginning of April – and saw an unfamiliar car that interested him. It was a Turcat-Méry driven by the crack driver, Rougier, and the influential journalist Paul Mayan introduced Adrien de Türckheim to its makers, the cousins Léon Turcat and Simon Méry.

They had built a car as early as 1896 and established a manufacturing company in their home town of Marseille in 1899. Their latest models had been built for the proposed 418-mile Nice-Abazzia contest, in which they were thought likely to “prove one of the revelations of the coming race”, but the last-minute prohibition of the contest gave them no chance to prove their mettle.



De Türckheim was taken for a drive in one of the new Turcat-Méry's, and was so impressed by its design that he took out a licence to build Turcat-Méry's under the De Dietrich name at Lunéville (around the same time Niederbronn acquired the services of a mercurial young Italian designer named Ettore Bugatti whose designs proved more troublesome).

In its report on the Nice meeting, *The Autocar* disclosed that a Turcat-Méry "had been disposed of to Mr Guinness, the famous brewer of Dublin". Describing the new Turcat-Méry's as "really splendid vehicles", the magazine added, "We were informed that the car has been timed to run at the rate of 52 to 55 mph on good level roads. It is certainly very fast, and we were given an opportunity of trying the vehicle by a run through Nice and down to the sea front, when the motor showed a great elasticity and the speeds were changed promptly with perfect ease."

The Autocar waxed lyrical about the 16-hp De Dietrich (Turcat-Méry system) when the first examples arrived in Britain in the autumn of 1902: "These fine vehicles are the output of the great firm of De Dietrich and Company, of Lunéville, a firm of rolling stock and locomotive builders whose name is a household word in engineering circles on the Continent. As now turned out, the De Dietrich carriage made its first bow to the public in the recent Paris-Vienna race, when three 16-hp cars faced the starter, and all performed in a manner so creditable as to astonish automobilists in general and the older constructors of automobiles in particular.

It is seldom, if ever, that racing automobiles have done so well on first appearance. Although combining many of the best points of the latest Panhard and Mercedes construction, the new car nevertheless exhibits much originality in detail."

An early customer for this newcomer to the British market was the Hon Rupert Guinness, heir to the Earl of Iveagh, who in the spring of 1903 took delivery of this 16-hp De Dietrich from the Burlington Carriage Company of Oxford Street, London, who imported bare chassis from Lunéville and fitted them with their own coachwork. Former owner Francis Hutton-Stott declared in 1953 that this was the chassis ordered from Turcat-Méry in April 1902 by "Mr Guinness the brewer". Presumably the fulfilment of the order was delayed because of the time needed to establish production at Lunéville.

The handsome Burlington four-seater body fitted to the Guinness car had a detachable tonneau section that could be removed to convert it into a racing two-seater. It was displayed at the March 1903 Cordingley Exhibition in the Agricultural Hall, Islington, where *The Autocar* described it as "one of the finest examples of body building in the show" (but attributed it to the wrong coachbuilder, prompting an abject apology in the following issue correctly crediting Burlington for "the exquisite turnout of the whole vehicle", accompanied by a photograph of the Hon Rupert Guinness at the wheel).



In 1903, when a canopy and windscreen were fitted, the De Dietrich was used as the wedding car for the Hon Rupert and his bride Gwendolen, daughter of the 4th Earl of Onslow. Three years later, he used the De Dietrich, fitted with a closed landaulet body, in his campaign when running as Unionist candidate for the East London Haggerston constituency.

But in 1912 the De Dietrich, fitted again with its original tonneau body, was driven into the stable at the Hon Rupert's home, Pyrford Court at Woking in Surrey, and put up on blocks. There it would stay until 1940, when a bomb dropped during a German air raid demolished the stable. The car was undamaged and was moved to the Guinness Dairy Farm in Old Woking, where it stood out in the open, "a roosting place for the birds of the air and a plaything for the local brats".

1
The Hon. Rupert Guinness aboard the De Deitrich

2 and 3
'A2 101' on the London to Brighton Run, 1950's

4
'A2 101' crossing Westminster Bridge on the
London to Brighton Run, 2009

Then in March 1942 the ever-vigilant Bill Boddy, editor of *Motor Sport*, published a list of 50 veteran, Edwardian and vintage cars most at risk from the national scrap metal drive. Included in that list was "DE DIETRICH, Type 8, four-cylinder Roi de Belge, rough, no tyres, big engine, chain drive (Surrey)."

Veteran Car Club committee member Francis Hutton-Stott decided it was worth expending what little of the wartime "basic" petrol ration remained in the tank of his Morgan 4/4 to take a look at the car and realised from its automatic inlet valves, gilled-tube radiator and fitch-plated wooden chassis that it could be no later than 1903 in date. Lord Iveagh (the Hon Rupert had succeeded to the title in 1927) was not at home, but Hutton-Stott located the Earl's chauffeur, who recommended writing to Lord Iveagh and asking if he would dispose of the car to a good home. The Earl responded that he would be happy to give Hutton-Stott the car without charge if he could arrange transport.

A breakdown truck was quickly arranged, and the car was towed to Hutton-Stott's home, where in due course a "firing-up" party was arranged with luminaries of the old car world John Bolster, "Bunny" Tubbs, Laurence Pomeroy and Cecil "Sam" Clutton in attendance. Amazingly, after lying idle for 30 years, the engine fired almost immediately and kept running. Though the clutch was inoperative and the gear lever was missing, Clutton engaged second gear with a screwdriver and was push-started down the drive. Fortunately the clutch freed in time to avert disaster, and the car circled a flowerbed in a cloud of smoke "touching a speed that may have been 25 mph but looked three times as fast".



4

Restoration began in 1946, when the car was completely rebuilt by Teddy Pilmore-Bedford at Catford and Leslie Paget at the Wimbledon Motor Works, making its debut at the VCC Oxford Rally in May 1950; it successfully completed its first Brighton Run in November that year.

In Hutton-Stott's ownership, the De Dietrich took part in several Brighton Runs, took part in Edwardian races and parades at Silverstone and Castle Combe, and made fastest time of the day in the 1954 VCC Bexhill speed trials before going on display in the Montagu Motor Museum at Beaulieu.

Hutton-Stott retained the car – which he believed had been a reserve car for the works team in the Paris-Vienna race – until 1965, when it was sold to fellow enthusiast Frederick Michael Willcock of Pulborough, Sussex. Michael Banfield acquired the car in November 1970 at a Norman Cole auction at Alexandra Palace. In his ownership the car has been comprehensively restored, and is now resplendent in royal blue, and sports a magnificent pair of Polkey paraffin headlamps and rare matching sidelamps.

This rare and desirable veteran comes with a large history file that warrants closer inspection including copies of The Motor September 1942 and 1944, a buff log book, some receipts, a V5 and correspondence while in the custodianship of Michael Willcock. It is ready for this year's London to Brighton Run and application has been made through Bonhams for an entry.

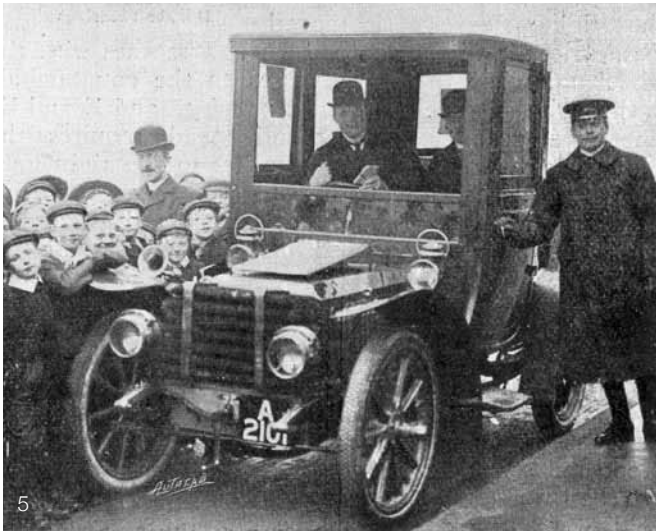
As a powerful four-cylinder chain-drive four-seater with a fantastic provenance, this car ticks every Brighton Run box. It is, as Bill Boddy wrote in 1961, "a splendid reminder both of the now legendary town-to-town races held at the turn of the century and of the sort of motor car in which the more sporting members of the aristocracy liked to burn the roads in the early days of automobilism."

£750,000 - 850,000
€930,000 - 1,000,000

5
'A 2101' fitted with its previous closed coachwork

6
Michael Banfield crosses the finishing line, Madeira Drive, Brighton







330 N

13,500 kms from new

**1990 FERRARI F40 BERLINETTA
COACHWORK BY PININFARINA**

Chassis no. ZFFGJ34B00084454

Engine no. 21353



'The take-up into the next gear is flawless and, with the turbos cranking hard, the blast of acceleration just goes on again and you seem to be in a blur of time conquering distance, gearshifts and noise. It has the tonal quality of an F1 engine, if not the sheer ferocity. From outside, if you stand and listen, you hear the frantic whoosh as the turbos start to drive oh-so-hard.' - *Autocar* magazine, May 1988.

Introduced in 1988 to celebrate Enzo Ferrari's 40 years as a motor manufacturer, the F40 was the ultimate supercar. A mid-engined, two-seater berlinetta, the F40 was a development of the limited-production 288GTO, and like the latter - but unlike the preceding 308 series - mounted its power unit longitudinally rather than transversely. A four-cam 3-litre V8 with four valves per cylinder, the F40 engine employed twin IHI turbochargers to liberate 478bhp (approximately 352kW) at 7,000rpm. For the seriously speed-addicted, this could be boosted by 200bhp by means of a factory tuning kit.

Of equal, if not greater, technical interest was the method of body/chassis construction, the F40 drawing on Ferrari's Formula 1 experience in its use of composite technology. A one-piece plastic moulding, the body was bonded to the tubular steel chassis to create a lightweight structure of immense rigidity. The doors, bonnet, boot lid and other removable panels were carbon fibre.

Pugnaciously styled by Pininfarina, the F40 incorporated the latest aerodynamic aids in the form of a dam-shaped nose and high rear aerofoil. Despite the need to generate considerable downforce - and with a top speed of 201mph, higher than the take-off speed of many light aircraft, the F40 needed all the downforce it could get - the result was a commendably low drag coefficient of just 0.34. The F40's interior re-enforced its image as a thinly disguised race-car, with body-contoured seats, an absence of carpeting and trim, and sliding Plexiglas windows. When it came to actual competition, race-prepared F40s more than held their own and in the Global GT series proved quicker on many circuits than McLaren's F1 GTR.



Autocar concluded its test thus: 'on a smooth road it is a scintillatingly fast car that is docile and charming in its nature; a car that is demanding but not difficult to drive, blessed as it is with massive grip and, even more importantly, superb balance and manners. You can use its performance - the closest any production carmaker has yet come to race car levels - and revel in it. ...there's little doubt it is the very personification of the term sports car.' Even today the F40 has the power to impress.

Reacquainting himself with the F40, F50 and Enzo Ferraris for *Octane magazine* (July 2014 edition) racing driver Mark Hales declared: 'The F40 is for me, the special one. Not just because I have spent so much time in them, but because it was such an explosive, other-worldly creation when it first appeared, and it still retains much of that character.' Enough said.

This particular F40 has the electric windows option and was delivered on 15th March 1990 via the then Ferrari main dealers for Florence, Auto La Rotonda SpA. According to the accompanying Massini report, it has the assembly number '01410' and is therefore a rare early example of the F40 in its purest form: without ABS, catalytic converters or adjustable suspension.

Importantly, the car comes with its original tool kit including the unused tyre repair aerosol as well as the original handbooks and service book in their original tan leather wallet.

The F40 remained with its first owner, who resided near Florence in Tuscany, until 2004 when it was purchased by the current vendor, who has kept the car in his private museum in northern Italy until now. The last official entry in the aforementioned service book dates from 1994 at 10,000 kilometres. We are advised that the car has been maintained in-house by the museum's staff and currently displays a total of some 13,400 kilometres on the odometer. Described as in original, un-restored condition, this F40 has always resided in its native Italy and comes with Italian registration papers (libretto and Certificato di Proprieta).

£450,000 - 550,000
€550,000 - 680,000





331

The ex-David Shale, Tony Lanfranchi, Arthur Carter
1955 AUSTIN-HEALEY 100S SPORTS RACING
TWO-SEATER

Registration no. EVV 106

Chassis no. AHS 3509

Engine no. IB.222710

1, 2 and 3

David Shale raced EVV 106 extensively, here he is (clockwise from top left) at Oulton Park, April 1955; Brands Hatch, August 1956; and Mallory Park, July 1956



During the 1950s the most accessible, most appealing and in many cases the most successful club racing car available to any aspiring racing driver was one of the products of the Donald Healey Motor Company's famous factory at The Cape, Warwick. This particular appealing and in-period highly successful Austin-Healey 100S is a shining example of the type. It has an outstanding record as a club racing contender raced over a seven-year period from 1955 until 1962. As a genuine 100S it was one of only 55 such Austin-Healeys produced during 1955, of which at most only 38 are believed to survive today.

While the standard 100S specification included a 2660cc in-line 4-cylinder engine tuned to develop a maximum 132bhp at 4,700rpm, all in a chassis and body unit weighing only 2,960lbs (891Kg), 'EVV 106' offered here was distinguished almost from new by two distinctive features. Firstly – as required by first owner David Shale – 'EVV106' was equipped with an Aston Martin gearbox during production. And within days of its delivery to David Shale in February 1955 he had its paint finish colour changed from the standard Old English White over Lobelia Blue to British Racing Green, a colour that it wears to this day.

The car was first UK road registered on March 2, 1955, and evidence of its early paint change survives in a photograph of the car taken at one of its maiden outings in Mr Shale's hands, at the British Empire Trophy meeting, Oulton Park, in April 1955.

From 1955 to the present day 'EVV106' has had only six owners, these in sequence being David Shale 1955-57, then Mike Kellett 1957-58, the future multiple British club racing Champion Tony Lanfranchi 1958-1960, and the last of its great club racing owners Derek Buller-Sinfield, 1961-62. The retired warhorse was then acquired by Norfolk farmer-cum-noted Austin-Healey collector Arthur Carter in whose hands it was preserved and maintained for the following 42 years, before being acquired by the present owner in 2004. Furthermore, EVV is one of only four 100Ss originally sold and raced into the UK home market and has the distinction of being domiciled in the UK since.





4, 5 and 6
EVV 106 in the pits at Silverstone, July 1956,
and a wet Silverstone the year before.



12



David Shale actually drove the car in its club racing debut outing right here at Goodwood Motor Circuit on March 26, 1955, finishing second, and into the 1956 season, on May 30 that year he took a third place at the short-lived Davidstow aerodrome circuit in Cornwall. After failing to finish in the higher-level British Empire Trophy race meeting in April he recorded four fine race wins, the first at Aintree and subsequently three at Silverstone.

Never averse to compiling many road miles on the way to (and from) club race meetings around the British mainland he also compiled second-place finishes at Brands Hatch in Kent, Mallory Park in Leicestershire, Snetterton in Norfolk and Davidstow way back down in the far south-west. He also added a third place at Brands Hatch and two more at Silverstone to 'EVV106's growing list of club race laurels. David Shale finished the season as runner-up in the 1956 'Autosport' Championship competition.

The car was then acquired by second owner Mike Kellett, in whose hands a second place was achieved at Croft in September 1957 and a third at Marston Moor, followed in 1958 by 2nd and 4th-place results at Full Sutton – the very fast Yorkshire aerodrome circuit. Unfortunately at Oulton Park that year Mike Kellett left the road at Knickerbrook corner and rolled the car, but overall it was raced at least 18 times in his ownership and had remained a competitive contender against newer opposition.

Tony Lanfranchi, from Huddersfield, then acquired the car and learned much about his chosen sport in it before going on to become one of the most colourful characters of the British and international motor racing scene. In 'EVV 106' he won the 1959 Catterick hill-climb, a third place in the Burton Sprint and a circuit third at Mallory Park. Derek Buller-Sinfield then completed 'EVV's regular competition career into 1962, at which time it was acquired as one of the founding feature cars of the illustrious Arthur Carter Collection, within which it was subsequently preserved and maintained for so many years...

Upon acquisition by the vendor, 'EVV' was fully restored over an 18-month period, the work being undertaken by respected specialist the late Jonathan Everard of JME Limited, who was until 1969 a Donald Healey Motor Company and Austin-Healey employee at The Cape.

In more recent years ongoing maintenance, servicing and race preparation has been undertaken by noted Austin-Healey specialist Paul Woolmer of Woolmer Classic Engineering Limited. 'EVV 106' is FIVA, MSA and FIA registered and the owner has enjoyed many rallies, tours and races with the 100S, including the Goodwood Revival, Le Mans Classic, Donington and Silverstone Festivals and, on multiple occasions, the Mille Miglia retrospective.

The Austin-Healey 100S is a perfect – and versatile – entry for all the great historic motor events, equally at home on road or track.

£600,000 - 700,000

€740,000 - 860,000





7 and 8
EVV 106 has given the present owner many years of enjoyment, and none more so than when competing on the Mille Miglia retrospective.





332

***The ex-works, Samuelson/Kindell,
Le Mans 24 Hours***

**1930 MG M-TYPE MIDGET 'DOUBLE
TWELVE' LE MANS SPORTS**

Registration no. RX 6796

Chassis no. 2M 1647

Engine no. 1403 A

This car is one of two specially built by MG at Abingdon for the 1930 Le Mans 24 Hours race. Based on the 'Double Twelve' M-Type Midget, it is reputed to be the earliest 'works' racing MG in existence and is featured in most books on the marque.

With the introduction of the M-Type Midget at the 1928 Olympia Motor Show, Cecil Kimber had single-handedly created the market for small, cheap sports cars. Selling for £175, Kimber's new baby was based on the contemporary Morris Minor and featured pretty, boat-tailed, fabric coachwork by Carbodies. The 847cc, overhead-camshaft, four-cylinder engine derived from Wolseley aero engine experience via the Wolseley Ten, and mated to this little gem of a power unit was a three-speed 'crash' gearbox. Produced initially at Cowley, the Midget proved to be a strong seller and production transferred to Abingdon when the MG factory moved there in the autumn of 1929. M-Types were awarded the Team Prize in the 1930 'Double Twelve' 24-hour race at Brooklands, and this success provided a welcome boost to sales, which amounted to 3,253 cars by the time production ceased in 1933.

Capitalising on its Brooklands success, MG produced 30 Double Twelve Replicas, which featured many of the modifications made to the team cars including altered bodywork and deeper door cutaways, while the racer's different valve timing found its way onto the production M-Type for 1931.

1
Samuelson and Kindell at the 'weigh in', Le Mans, 1930

2
Samuelson during the Le Mans 24hr race, 1930



The Le Mans cars differed from the standard M-Types and 'Double Twelve' Replicas in having more powerful engines; long range fuel and oil tanks; reinforced wheels with extra spokes; an upswept scuttle; extra instrumentation; a pressurised fuel tank; a unique under-body exhaust system incorporating a Brooklands silencer; and an externally mounted spare wheel, many of these modifications made to meet the Le Mans regulations.

'RX 6796' was driven at Le Mans by Sir Francis Samuelson and Fred Kindell (an MG employee) but retired after a fractured oil pipe led to damaged bearings. The second car driven by Murton-Neale and Jack Hicks also retired. Undeterred, Samuelson obtained an entry for the Spa-Francorchamps 24-hour race to be held a fortnight later and set off for Abingdon in his Talbot, taking the MG's engine with him. Back in France the rebuilt motor was soon reinstalled and the MG was then 'run in' by being driven north to Belgium. 'RX 6796' was the only British entry at Spa and finished 5th in class, hampered by severe clutch slip.

This car is believed to have had continuing competition usage during the 1930s but the details are not known. It is reputed to have been supercharged at one time and it is likely that the car's hydraulic brakes and J2 four-speed gearbox were fitted during this period.

The Midget was purchased by the vendor's father-in-law, Lewin Spittle, in Newmarket in 1943 for £17 10s (£17.50) with three gallons of 'unobtainable' petrol in the (enlarged) Le Mans tank. He wrote: 'It looked somehow different and had the largest SU I had seen on an engine of that size together with a fishtail exhaust which would not have disgraced a Bentley.'

As the little MG would not accommodate his growing family, Spittle sold it in 1948 to an undergraduate who took it to Spain. He saw the car again in Piccadilly in 1950 and by the mid-1960s had traced it to Oxford where it was owned by Dr Stuart Milton, who was very well known in MG circles and owned the ex-Nuvolari K3. Spittle and Milton agreed jointly to restore the car to original Le Mans specification, where necessary using parts from the second Le Mans car of Murton-Neale, the remains of which Milton also owned. Milton died in 1971 before the rebuild was completed.

During the restoration, drawings of the Le Mans body were obtained from Abingdon and an accurate replica made, but the rest of the car including the engine (with the exception of the carburettor, which is of the correct downdraft configuration but of a different model) is believed to be original. The MG was the subject of a feature by Bill Boddy in the June 1976 issue of Motor Sport (copy available).

'RX 6796' has been in single family ownership for almost 50 years and has seen limited use in this time. The engine has been rebuilt, it being noted that the special cylinder head had the copper plating which was typical of MG racing practice of the period. The Midget has appeared regularly at special MG occasions, most recently at the demonstration of significant MG competition cars at the 1999 Goodwood Revival meeting, and has been invited to attend this year's 'MG90' celebrations at Silverstone on 21/22 June. Currently taxed and offered with V5 registration document, the car is running and driving but has seen little use in recent years and would benefit from re-commissioning. A wonderful opportunity to acquire a unique and historically significant part of the MG legend.

£80,000 - 120,000
£99,000 - 150,000

333 N

Multiple Concours Winning, Ferrari Classiche certified

1966 FERRARI 275GTS

COACHWORK BY PININFARINA

Chassis no. 08005

Engine no. 08005





There had been open-top Ferrari road cars before the advent of the '250' series, but it was, chiefly, Pininfarina's offerings on the latter chassis that established the convertible as a fixture of the Ferrari range. After the experimentation and variety which characterised the coachwork of the 250-series cars, the arrival of the '275' in 1964 brought with it standard bodywork, that of the 275GTS being manufactured by Pininfarina themselves. In Ferrari nomenclature of the period a model's designation reflected an individual cylinder's cubic capacity, so the newcomer displaced 3.3 litres, up from its predecessor's 3.0 litres. In standard trim the GTS's Colombo-type, 60-degree, V12 engine produced 260bhp at 7,000rpm, some 20 horsepower fewer than when installed in the contemporary 275GTB.

The chassis followed Ferrari's established practice, being a multi-tubular frame tied together by oval main tubes, and for the first time on a road-going Ferrari there was independent rear suspension, the latter employing a double wishbone and coil-spring arrangement similar to that of the 250LM sports-racer.

The adoption of a rear-mounted five-speed transaxle combining the now all-synchromesh gearbox and differential in a single unit helped improve weight distribution, and this feature would characterise future generations of front-engined Ferrari road cars. Produced between 1964 and 1966, the 275GTS altered little during the course of its short life apart from the adoption of constant velocity joints for the open prop shaft shortly after the commencement of production.

By the mid 1960s Ferrari's road cars were beginning to lose some of their rougher edges and take on a more luxurious mien, and the 275GTS interior is notable for its generously sized seats and wood veneer dashboard, the latter appearing for the first time in a Ferrari. Even the most sybaritic of customers, though, would acknowledge that the driving experience is the *raison d'être* of Ferrari ownership and in this respect the 275GTS had lost none of its predecessors' aggressive charm.



Car & Driver magazine had this to say: 'Since the engine is heir to a V12 tradition that's gone on for almost twenty years, it's only natural that it should be the dominating factor in the car's personality, and that the whole car should have been developed around the engine and its own unique character. You can feel it as much as you can hear it. It has a taut, powerful rush of response that comes to you through the seat of your pants, through the steering wheel rim. The instant the clutch is engaged, the chassis takes on life and begins to move as a unit with the engine, it's an all-in-one-piece sensation that you normally feel only in racing cars, one that's unique to the Ferrari among normal passenger vehicles today.'

One of only 200 275GTS models made, chassis number '08005' is the 186th built and was originally finished in Nocciola (hazel) with Beige Scuro (dark beige) interior. It was completed at Pininfarina's Turin factory in February 1966 and in September of that same year was despatched to Ferrari importer Luigi Chinetti Motors in New York, USA. Chinetti sold the car to its first owner, Mr Slate, a resident of Los Angeles, in 1966 and it is known to have been sold and registered in Oregon in 1970.

In August 2001, by which time it had been repainted red, '08005' was offered for sale at Bonhams & Brooks' Quail Lodge auction and shortly thereafter was registered to Robert Brower, Sr, resident in Carmel, California. Over the course of 2001/2002, the Ferrari was fully restored, the interior being re-trimmed in black, and in August 2003 was shown at the Cavallino Concours held during the Concorso Italiano at the Black Horse Golf Club, Seaside, California, receiving a Gold Class award.

In June 2004, the car was driven by Robert Brower and Marshall Pealman on the Ferrari Factory 275 Tour in Tuscany, Italy and in August '04 was shown again at the Concorso Italiano and also at the 41st Annual Ferrari Club of America National Field and Driving Concours at Quail Lodge, California.



Ferrari Classiche certification was obtained in November 2004 and '08005' continued its concours-winning ways, receiving a Platinum Award (99-plus points) at the August 2005 Concorso Italiano and most importantly a 1st in class award at Ferrari's 60th Anniversary Concours at Fiorano, Italy in June 2007. Classiche then carried out various works on the car to bring it fully into line with factory specification (see Massini Report on file). Mr Brower continued to show his Ferrari at prestigious concours events in the USA up to the time he sold it in October 2012. The aforementioned Massini Report lists only one additional private owner: Mr Charles T Wenger of West Chicago, Illinois, who acquired the car in October 2012.

Benefiting from recent enthusiast ownership and possessing an outstanding concours record achieved at the world's most demanding venues, this beautiful car comes complete with documents pouch, owner's manual, jack and Ferrari tool bag containing a full set of tools. Accompanying documentation consists of the aforementioned Ferrari Classiche certificate and Massini Report, old US title deed, recent change of ownership paperwork and HM Revenue & Customs letter confirming EU duties paid.

As good a quality concours restoration as one could wish for, '08005' represents a rare opportunity to acquire a very superior example of what many consider to be the most elegant of all spyder Ferraris.

£1,200,000 - 1,400,000
€1,500,000 - 1,700,000



Concours class win at the Ferrari 60th anniversary, Fiorano





The ex-George Milligen and one family ownership for 49 years**1960 JAGUAR XK150S 3.8-LITRE DROPHEAD COUPÉ**

Registration no. FAH 444

Chassis no. T82 7553DN

Engine no. VAS 1160-9

For a concept that can be said to have emerged almost by accident, Jaguar's XK series of sports cars was an incredible success story. The XK120 of 1948 was developed as a test-bed for the new XK engine destined for the Mark VII saloon, but such was its success that Jaguar put the XK120 sports car into series production. The competition successes of the XK120 and 'C' Type are of course legendary and in 1954 the XK140 in the same concept was introduced. The final development came with the XK150 in 1957, the all-new Dunlop disc brakes finally providing the XK sports car with the stopping power to match its prodigious straight-line speed.

Restyling provided a roomier cockpit and featured a higher front wing line, a one-piece wrap-around windscreen and a broader radiator grille. The chassis remained much as before, as did the 3.4 litre, six-cylinder engine and the four-speed Moss gearbox. Overdrive and automatic transmissions were options, as was the new 'B' Type cylinder head which boosted maximum power from the standard 190bhp to 210bhp.

The 3.8 litre XK150S specification model, introduced for the 1960 season, was however the one to own as Jaguar were swept into the escalating horsepower race in North America. The Harry Weslake 'straight port' B-type cylinder head, a re-designed inlet manifold, triple 2-inch SU carburettors, and 9:1 compression pistons combined to give this model an astonishing 265bhp and a lightened flywheel and stronger clutch assembly contributed to astonishing acceleration figures and a top speed in saloon form recorded by *Road & Track magazine* of 136mph.

The overdrive gearbox was standard on the S models. Here was one of the world's fastest sports cars of its time – the Drophead Coupe version being the most expensive model and yet seriously competitively priced compared with its peer group. This model was to be short-lived with the announcement of Jaguar's E-type at Geneva in 1961, and records suggest that just 89 or so models of the S-specification Drophead Coupes were built - some destined for the export market.



Correspondence on file from Jaguar Cars Ltd. in 1965, quoting the above chassis and engine numbers, confirms that this car was despatched new to XK150S 3.8 litre specification. The original registration document records that this car, originally finished in red livery, was first licenced with the number 155 MKX in April 1960 to Eton Garages Ltd of Eton, Windsor, and was subsequently sold by them in November that year to The Hon. Leslie Leathers – a keen motorist and former Monte Carlo Rally competitor.

In May 1965 it was bought from Leathers by motoring connoisseur and collector the late George Milligen in whose ownership it remained until his demise in 2004, sharing the motor house during that time with the likes of a Mercedes 300SL, the marques Pegaso, Bentley, Delage and Facel Vega and the fabulous 38/250 SSK Mercedes-Benz. In 1965 the recorded mileage was just 7,928 miles and Milligen's hugely detailed notebook records mileages and all work completed up to 2004. His family, who have retained the car until now, have continued to record subsequent work, confirming the car's continuous history and careful maintenance through to the present recorded mileage of 135,300 miles.

Milligen re-registered the car FAH 444 upon acquisition in 1965 and repainted it in the familiar Milligen 'house livery' of Air Force Blue. He was to tour this car extensively on the continent, the dashboard altimeter proving a useful accessory for such trips. Re-commissioning work in more recent years has included re-panelling and skinning the coachwork as necessary, a respray in red livery and careful conservation of the delightfully original leather upholstery. Four new stainless steel wire wheels are fitted, furnished with Blockley tyres. Much other more recent work is recorded in the Milligen notebook and on invoices on file.

So here is a car with outstanding continuous history from new, from long distinguished ownership and retaining much wonderful patina, one of the rarest of all Jaguar models and the ultimate development of the early XK range. It is smartly presented in its new livery and comes with old and new style registration documents, recently taxed and MoT'd until June 2015, its original Operating, Maintenance and Service Handbook and list of Jaguar dealers and the all important 'Milligen notebook'. Offered with the car are a quantity of spare parts including the original wire wheels, headlamp inserts, spotlamps, over-riders, wheel spinners and other items.

£70,000 - 90,000
€86,000 - 110,000



335 N

The ex-Guy Shoosmith

1930 BENTLEY SPEED SIX TOURER

Registration no. GK 8450

Chassis no. HM2865 (see text)

Engine no. HM2867







'It is extraordinarily difficult to explain in words or writing the exact fascination of a big, fast car of the type so ably represented by the big Bentley speed model.' *The Autocar* on the Bentley Speed Six, September 5th, 1930.

Although the 6½-Litre had been conceived as a touring car to compete with Rolls-Royce's New Phantom, in Speed Six form it proved admirably suited to competition: in 1929 Barnato/Birkin's Speed Six won the Le Mans 24 Hour Race ahead of a trio of 4½-Litre Bentleys and Barnato/Kidston repeated the feat in the following year's Grand Prix d'Endurance at the Sarthe circuit ahead of similarly-mounted Clement/Watney. Small wonder then, that the fast yet refined 6½-Litre Speed Six was W O Bentley's favourite car.

Walter Owen Bentley established Bentley Motors in 1919 in the North London suburb of Cricklewood, though deliveries did not begin until 1921. The first model, a 3-litre car, was powered by a four-cylinder, single overhead camshaft engine with four valves per cylinder. It was a mechanical theme perpetuated in the greatly refined six-cylinder 6½-Litre model of 1926.

The need for a larger car had resulted from Bentley's customers specifying bodies of a size not envisaged when the 3-Litre was conceived, a factor only partially addressed by the introduction of the Long Standard chassis in 1923. The 6½-Litre was produced for four years, during which time 544 chassis were completed, 182 of these to Speed Six specification.

According to Michael Hay's authoritative work, *Bentley The Vintage Years*, this 6½-Litre Speed Six, registration number 'GK 8450', was erected on the 'SP4' (12' 8½") long chassis and originally fitted with saloon coachwork by Gurney Nutting. It is the fifth from last of the 24 long-wheelbase Speed Six chassis constructed by Bentley Motors, and has the lighter and more powerful 1930-specification engine producing 180bhp. The first owner was Sir Anthony Lindsay Hogg. After he parted with the Bentley early in 1932, it was next owned by one A H Sheppard, who kept the car for over 20 years, winning a 'best-in-class' award at the Bentley Drivers Club Kensington Gardens Concours in 1951.

1
'GK 8450' at speed during the Brighton Speed Trials, 1965
© Ted Walker

2
Guy Shoosmith pushing up the hill, Prescott Hill Climb, 1966
© Ted Walker





Mr Sheppard sold the car in January 1953 and its next recorded owner, from October 1955, was a Major A Gregson followed by Guy Shoosmith from 1962. According to the accompanying detailed report by Michael Hay, compiled in 2001: 'It seems likely that Shoosmith removed and scrapped the original Gurney Nutting saloon body, possibly following an accident... By May 1964, when the car appeared at a BDC sprint event in Antwerp, GK 8450 had been rebuilt in its present form on a shortened chassis with an open four-seater body.' In the course of the rebuild, the original chassis was replaced with 'BR2357', which was shortened to a wheelbase of 11' 6" and over-stamped with the original number, 'HM2865'.

At the same time a new body was constructed along the lines of those made by Vanden Plas for the legendary Le Mans-winning Bentley team cars. Hay notes that the car had been fitted with hydraulic brakes and the D Type close-ratio gearbox from a 4½-Litre, while retaining its original differential casing and various other original parts, including the steering column. 'GK 8450' is pictured in Hay's *Bentley: The Vintage Years* in its original form and as it now is in *Bentley: 50 Years of the Marque* by Johnny Green.

Shoosmith kept the Speed Six until 1999, during which time it made many appearances at major events at Silverstone including the 1969 British Grand Prix parade with W O Bentley himself as passenger. 'GK 8450' was next owned by Dutch Bentley Collectors' Paul Veenhuijzen and then Dirk Lindenbergh, and is currently registered in Holland. Offered with a history file containing copies of correspondence, rebuild notes, press cuttings and factory records, this magnificent Bentley Speed Six has to be the ideal acquisition for the enthusiast driver wishing to undertake long-distance rallies and touring events in true Vintage style.

£680,000 - 780,000

€840,000 - 960,000



336

**The ex-Pentti Airikkala, Roger Clark, Ari Vatanen,
Björn Waldegård, David Sutton (Cars) Ltd
1975 FORD ESCORT RS1800 RALLY CAR**

Registration no. MLD 999P

Chassis no. 1CBA84889

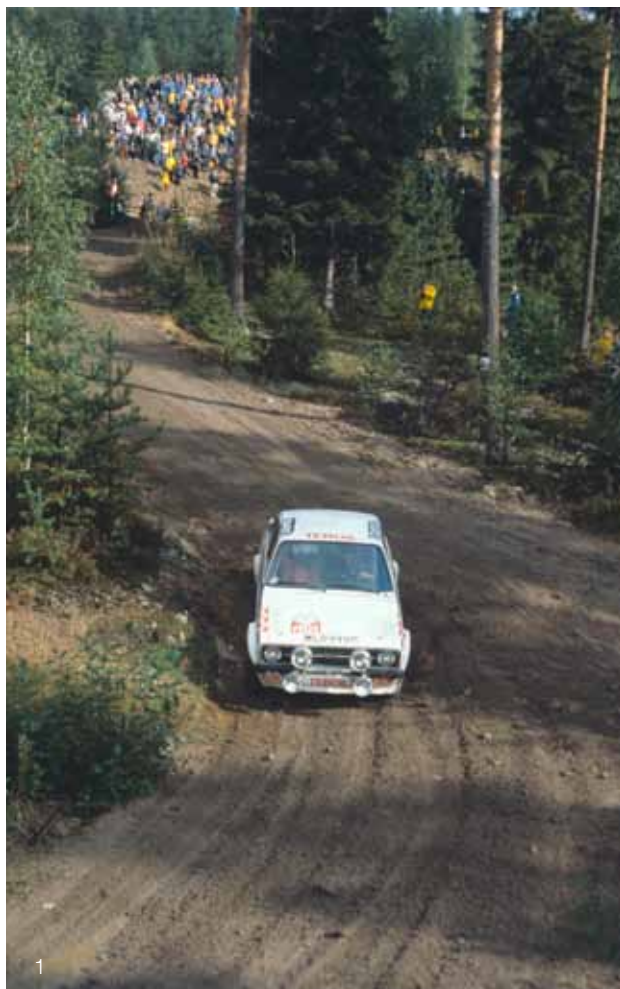
Engine no. HML2000/1

1 and 2

MLD 999P, 1976 1000 Lakes Rally, 2nd Overall,
Pentti Airikkala / Risto Virtanen

It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. In 1970 the Ford Twin Cam engine was replaced by a Cosworth BDA 16-valve unit to create the definitive Escort rally car - the RS1600 - though the engine was, in fact, homologated at 1,601cc to enable future enlargement up to the 2-litre class capacity limit. The first full 2.0-litre engines were homologated in 1972 and in works trim produced 235-240bhp. In this form the Escort RS1600 proved good enough to win the RAC Rally three times on the trot between 1972 and 1974, as well as a host of other World Championship events. There was also a closely related 'spin off' variant: the overhead-valve Kent-engined Mexico, which was intended to cater for those that wanted the RS1600's style but had no need for its stupendous performance.

When the Escort was re-launched as the 'MkII' for 1975, the rally car adopted the new-look bodyshell while retaining virtually the same running gear and was renamed 'RS1800', the latter change reflecting the capacity increase to 1,800cc. Building on the RS1600's success, the RS1800 was further developed and in 2.0-litre form enjoyed an even more successful career than its forebear, remaining competitive well into the 1980s. The RS1800 made its winning debut as a works Group 2 car on the Granite Rally in April 1975, victory going to Roger Clark, who followed up by winning the Welsh International Rally. In that year's Lombard-RAC Rally, Timo Makinen brought his RS1800 home ahead of the field to score the car's first major international success. It would be the first of five consecutive Lombard-RAC victories for the RS1800 and its Escort RS Group 4 derivative. In 1979 the Escort brought Ford its first World Rally Championship for Makes while works driver Björn Waldegård became the first official World Rally Champion.



After the works team withdrew from international rallying at the end of the 1979 season, the Escort hatchback was passed to the Rothmans-sponsored team run by David Sutton, which enjoyed strong links with the Boreham factory. In 1981 the Rothmans team made history when its driver Ari Vatanen became the first, and so far only, non-works World Rally Champion.

Bought new by David Sutton Cars Ltd, the RS1800 offered here was used on the 1976 Lombard-RAC Rally, driven by Pentti Airikkala, and then in 1977 was overall winner of the Mintex Rally driven by Ari Vatanen, who also drove it on that year's 1977 Scottish Rally with Gandy Brakes sponsorship. In 1977 and 1978 'MLD 999P' was driven by Roger Clark on the Lindisfarne Rally and by Ari Vatanen in the 1978 Lombard-RAC Rally with Marlboro sponsorship. Retained by David Sutton, this Escort was also used as a Rothmans-sponsored car and has also been driven by Stig Blomqvist and Björn Waldegård, by the latter on the 1979 Scottish Rally. Extensively damaged by Waldegård, the car was re-shelled and in 1981 competed in the Ivory Coast Rally in RS2000 specification, driven by Taylor/Spiller.

In 2004, the car was rebuilt by David Sutton with painstaking attention to detail, even down to sign-written sponsorship logos. That same year 'MLD 999P' won the inaugural Roger Albert Clark historic rally driven by Stig Blomqvist and Anna Goni, its then owner, and finished 2nd with the same driver/navigator the following year. Built originally by David Sutton Cars, this Escort has been maintained and run by David throughout its life. The V5 remained in the name of David Sutton until the car was sold.

Its specification includes a full Group 4 Gartrac bodyshell built with all Gartrac components by David Sutton. The engine has only 50 miles on its bores since a rebuild by Paul Fisher. Built to rally specification, the 1,993cc BDA motor incorporates a Cosworth Nikasil alloy cylinder block, new (un-ground) Doug Kiddie crankshaft and new con-rods, pistons, rings, valves/springs/seats, etc, all components being supplied by Geoff Richardson. A dynamometer sheet is on file together with car's MSA Historic Rally Vehicle Identity Form and UK V5 registration document.

The gearbox has just undergone a complete rebuild; both front and rear centre casings are new, as are all the bearings and baulk rings. This gearbox is fitted with an original ZF direct-top kit and like the engine has seen only 50 miles use since being rebuilt. The rear axle is a genuine fully floating Gartrac item rebuilt at the same time as the engine and gearbox. New parts fitted include the 5:1 crown-wheel-and-pinion, ZF motor sport limited-slip differential and clutch pack, Xtrac half shafts and all hub bearings, etc. Vented rear disc brakes are fitted. The rear suspension boasts new slipper spring bushes and new genuine Ford bushes to the four locating links and the Panhard rod. The five-leaf 'forest' rear springs are described as in perfect condition and have new rear shackles and bushes fitted, while the Bilstein Group 4 forest-specification dampers are newly installed.

New components up front include the Twin Cam anti-roll bar; genuine Ford track control arms; Group 4 steering arms; Gartrac steering rack and track rod ends; front strut casings with new 260/60 Bilstein inserts and 190lb 'gravel' springs; and roller-bearing top mounts. The suspension has seen a mere 50 miles use and the car as a whole is described as in generally excellent condition. Few, if any, surviving RS1800s have been driven by so many top Scandinavians as well as the late Roger Clark.

£130,000 - 150,000
€160,000 - 180,000



337

12,500 kms from new

**1975 LAMBORGHINI COUNTACH
LP400 'PERISCOPIO' COUPÉ**

Registration no. BVU 985N

Chassis no. 1120070

Engine no. 1120068



The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. It was nothing less than spectacular, looking like it had been conceived on another planet. As *Motor* magazine observed: 'few people gazing at the original Bertone Countach at Geneva in 1971 could have regarded it as anything but a "show" car. There were those fold-up doors for a start and the space-age cockpit with its abysmal rear visibility not to mention the strange engine/transmission configuration.' Happily, Lamborghini disregarded criticism of the car's supposed lack of practicality and the Countach entered production changed in detail only. As it happened, the production version would not be seen for another two years, with deliveries commencing in 1974.

The Miura's four-cam V12 was retained for the Countach, though this time installed longitudinally and equipped with side-draught Weber carburettors. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gearchange and a better-balanced car than the Miura.

When production began in 1974, the Countach sported an improved spaceframe chassis, replacing the prototype's rather untidy semi-monocoque, while the bodywork was made of aluminium. The running gear was carried over from the Miura. One of the Countach's most striking features was the doors, which opened vertically and were supported by hydraulic struts, pivoting at their most forward point.

The production Countach came with the standard 4.0-litre - instead of the prototype's 5.0-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph (274km/h) and, naturally, came with racetrack roadholding to match. Designated 'LP400' by the factory (LP = Longitudinale Posteriore, describing the engine placement), the first Countach is commonly known as the 'periscopio', after its central periscope, faired into the roof, which provided rearward vision.

This stunning example of the revolutionary Countach in its original LP400 'periscopio' form is one of approximately 157 built between 1974 and 1977, which explains why examples are only rarely seen for sale. A rare, right-hand drive example, chassis number '1120070' was delivered new to Malta, its first owner being one Alfred John Gaul. The car was first registered in the UK in 1990 and was first owned in this country by well-known collector, the late John 'Jack' Tattershall.



In the current ownership since 1993, the Countach has been driven on the road every year since its acquisition, albeit sparingly, and currently displays a believed-genuine total of only 12,500 kilometres on the odometer (approximately 7,800 miles). The reading at time of acquisition in 1993 was 10,500 kilometres.

As one would expect of a car that has seen relatively little use, this Countach remains in remarkably original condition; indeed, the engine has never been apart. Repainted in the 1990s, it is finished in one of the nicest colour combinations of Blue with Ice interior, the latter original and nicely patinated.

Over the years, 'BVU 985N' has been carefully maintained by recognised specialists (Lorenzini Motorsport, Motorapide, Bob Houghton) and comes with bills totalling £33,000, some £15,000 being spent two years ago. The car also comes with its original service book, stamped initially by the Lamborghini factory, the instruction manual and a UK V5 registration document.

A ground-breaking design that set new standards for aspiring supercar manufacturers, the Lamborghini Countach is one of the most iconic sports cars of the 20th Century, and none more so than in its earliest and purest LP400 form.

£450,000 - 550,000

€550,000 - 680,000





338 *

The ex-Captain J E P Howey

1924 HISPANO-SUIZA H6C 8.0-LITRE SHORT CHASSIS SPORTS

Chassis no. 11024

Engine no. 320098



The choice of European royalty, Indian maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers. Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI. During the conflict, Hispano engines had powered some of the Allies' finest fighter aircraft, and post-war the marque would adopt the stork emblem of French 'ace' Georges Guynemer's Escadrille des Cicognes, whose SPAD biplanes had used Hispano's V8 aero engine.

Not surprisingly, the first post-war Hispano drew heavily on this expertise, being powered by a Marc Birkigt-designed, 6,597cc, overhead-camshaft six derived from one half of a proposed V12 aero engine. A seven-bearing design enjoying the benefit of pressure-fed lubrication, the latter was built in unit with the three-speed gearbox and featured aluminium-alloy pistons running in steel cylinder liners screwed into the light-alloy block.

Maximum power was a heady 135bhp produced at just 2,400rpm, and the almost flat torque curve afforded walking-pace-to-85mph performance in top gear. A handful of prototype H6s was made at the company's Barcelona factory - King Alfonso XIII taking delivery of an early example in April 1918 - before production proper commenced at Bois-Colombes, Paris.

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence. The H6 combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and the United States' luxury marques.

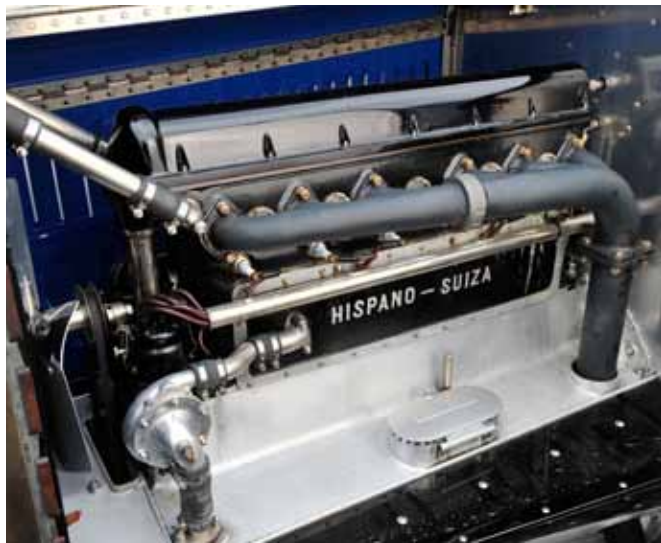


Large enough to accommodate formal coachwork, it was also fast enough to appeal to the more sportingly inclined: aperitif king André Dubonnet won the Coupe Boillot at Boulgone in 1921, while Europe's coachbuilders vied to build their finest coachwork on this genuinely thoroughbred chassis. The finish of the Hispano-Suiza was superlative and the car's inherent glamour was such that it was featured in two popular novels of the early 1920s, l'Homme de l'Hispano and The Green Hat.

The original H6 had been superseded in 1921 by the H6B, which retained the original 6.6-litre engine, but at Dubonnet's behest a version was produced bored out to 110mm for a capacity of 7,982cc, and this more powerful unit was adopted for the successor H6C model, introduced in 1924. The world's most advanced automobile at the time of its introduction and for many years thereafter, the H6 was catalogued until 1933, by which time 2,158 chassis of all types had been completed.

Manufactured in 1924, this car is one of the early H6C known as the 'Type Sports 110x140'. Chassis number '11024' was invoiced to Hispano-Suiza's London agents on 16th January 1925, thus establishing it as a short chassis or 'Type Sport' model according to the invoice listings (copy on file). On 18th January the car was sold to R B Howey and fitted with a close-coupled four-seater boat-tailed body. It was then delivered to his brother in Scotland, Captain J E P Howey, who drove the car in a West Kent MC meeting at Brooklands on 11th July 1925, winning the race in which it was entered (programme on file).

The Howey brothers had property interests in Australia including Howey Court in the heart of the Melbourne Central Business District. John Howey, who brought the car to Melbourne, was a well-known amateur racing driver and decided to attempt the Sydney to Melbourne record. However, he was hampered by numerous punctures and was stopped by the police and warned he would be prosecuted if he continued. A record attempt from Melbourne to Adelaide was made also but this failed due to a holed petrol tank, the repairs of which can still be seen today.



John Howey returned to England in 1929 and his accountant sold the Hispano for £650. Some time after this the car fell into disrepair and disappeared until the late Jumbo Goddard rediscovered it in Alice Springs. He purchased the car on behalf of his friend and Hispano enthusiast, Stuart Middlehurst. Graeme Quinn, a friend of Stuart's, then bought the car, which was missing its original engine. Graeme had previously purchased a correct large-plate 8-litre engine (number '320098') from Tim Hewison.

Some years later the car was sold to its present owners who undertook a 10-year ground-upwards restoration, which was completed in 2005 at a cost of \$400,000 (Australian). The mechanical work was carried out by Ron McCullum and the bodywork and trim by Peter Leech in Tasmania. In 2007, the car was invited to compete in the Malaysian Concours d'Élégance where it won both 'Best Vintage Car' and the Prime Minister's choice for 'Car of the Show'.

At the Malaysian Grand Prix, it performed demonstration laps with Giancarlo Fisichella as passenger and then successfully completed a 1,500km rally through Malaysia. In 2008 it completed the 1,200km Cyril Poole South-West tour from Perth, Western Australia and in 2010 it was exhibited at the first Motorclassica in Melbourne.

Offered with restoration invoices, '11024' represents a rare opportunity to acquire a legendary model from one of the world's most prestigious makes, fully restored and possessing the additional cachet of in-period Brooklands history.

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

£350,000 - 400,000

€430,000 - 490,000



1960 AUSTIN-HEALEY 3000 MKI COMPETITION ROADSTER

Registration no. AOV 319

Chassis no. HBT7-7432

Engine no. 10837

'A classic competition car among the all-time greats in motoring history,' was how The Autocar magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s. However, the Big Healey's first major competition successes did not come on the 'rough stuff' but were gained on Tarmac in one of the most demanding forms of motor sport: endurance racing.

Following the Austin-Healey 100's sensational debut at the 1952 Motor Show, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars. From then onwards the factory would continue to prepare and enter cars for the long-distance classics. When the '3000' model came along its first 'baptism of fire' would be the 1960 Sebring 12 Hours where a pair entered by BMC North America finished 2nd and 3rd in their class behind a Ferrari. At national and club level the Big Healey was – and still is – a popular choice among privateers, forming one of the mainstays of the modern historic and Modsports racing scenes.



This right-hand drive Austin-Healey 3000 Mk1 was first owned by Martin Brain who used the car extensively in hill climbs. It possesses competition history from new including the 1965 Guards International Trophy 1,000km race at Brands where it was driven by Messrs Westbrook and Crook. Westbrook raced the car extensively from 1964 to '66. 'AOV 319' competed in the first HSCC race at Thruxton and went to Le Mans for the Cinquentaire event in 1973 with its then owner K Rylands, who held the hill climb record for the Pre-'60 3,000cc class at Prescott for five years with this car.

The Healey's next owner was Bugatti racer Charles Dean who in 1998 sold it to Aston Martin company chairman Victor Gauntlett via Nigel Dawes Ltd. It was then sold to Dean Butler (in 2004) and was purchased by the current vendor in 2012.

Much modified and well sorted, 'AOV 319' comes with a substantial quantity of bills from recognised specialists including Denis Welch, Blakeney Motorsport, Hi-Tech Motorsport, etc. Its specification includes a rebuilt Dennis Welch racing engine incorporating an aluminium cylinder head, lightened aluminium flywheel, high-torque starter motor, competition exhaust, MSD rev limiter, etc.

Power – all 214bhp of it - is delivered via an AP twin-plate racing clutch to the top-change straight-cut gearbox, which features an up-rated competition overdrive on 3rd and top gears, and thence to the limited-slip differential. The chassis has been strengthened and the suspension up-rated with front and rear anti-roll bars and stiffer rear springs. The interior boasts a Spa electronic rev counter and shift light; oil pressure and water temperature warning lights; a 6-point roll cage and adjustable race seats and harnesses, all FIA approved. There is a plumbed-in fire extinguishing system and external ignition and fire system pull switches. Other noteworthy features include an FIA approved fuel cell and a Red Top fuel pump and plumbing.

Recently repainted in British Racing Green with white roof, this fast and reliable racing Healey is offered with the aforementioned bills, old-style logbook, MSA papers, HSCC passport, current MoT/tax and V5C registration document.

£60,000 - 80,000

€74,000 - 98,000



340 *

1956 HRG TWIN CAM ROADSTER

Registration no. 15 APB

Chassis no. 1N502TL

Engine no. 47600451

In 1935, ten years after the dissolution of the GN cyclecar company, the 'G' - H R Godfrey - was back in business with new partners E A Halford and G H Robins, the trio's new firm adopting the name 'HRG'. The aim was to build a lightweight Vintage-style sporting car endowed with the virtues of brisk acceleration and positive steering, and in this they succeeded brilliantly. However, with its Meadows engine at the end development, an alternative was needed and the firm turned to Singer, adopting tuned versions of the latter's overhead-camshaft engines for its 1500 and 1100 models. Hand built in limited numbers, the HRG was one of the fastest 1½-litre sports cars of its day, as evidenced by class wins at Le Mans in 1939 and 1949.

By the early 1950s demand for HRG's traditional sports car was declining and the firm responded with a radical new design by its technical director Stuart Proctor - the Twin Cam. The latter was powered by a 1,497cc Singer SM engine fitted with a twin-cam cylinder head, mounted in a new twin-tube chassis featuring all-independent suspension, alloy wheels and four-wheel disc brakes. As such it represented the state of the art in contemporary sports car design and is of immense historical significance. Unfortunately for HRG, Rootes' takeover of Singer in 1956 halted the supply of engines and Twin Cam production ceased after only three production cars, plus the prototype, had been completed.

1
1500cc production car race, Paul Fletcher leads the field, Goodwood 1956 © Ian Dussek

2
Ian Dussek poses with '15 APB', Watkins Glen, 1975 © Ian Dussek



'15 APB' was supplied new to gentleman racer Peter Fletcher, whose first competitive outing with his new car was at the Goodwood Easter International in 1956. He qualified on pole alongside Ken Rudd's 2.0-litre AC Ace Bristol but snapped the crankshaft during the race trying to outdistance the opposition. The HRG was nevertheless credited with 3rd in class. Peter Fletcher continued to campaign '15 APB' throughout 1956, after which it saw little use and was in storage when purchased by the well-known Rootes dealership Hartwell in 1958.

Circa 1967 a British collector exported '15 APB' to the USA where it was purchased by Pennsylvania-based collector, Gary Ford. Ford kept the HRG until 1975 but before selling the car had allowed HRG marque specialist and motoring writer Ian Dussek to drive it at the 1974 US Grand Prix support race at Watkins Glen where he finished 2nd in class. The Twin Cam's next owner, from 7th August 1975, was another Pennsylvania collector. It was incorrectly titled as 'IN 502' rather than 'IN 502 TL' as stamped in the chassis frame. In August 2001, '15 APB' was purchased by Arnquist and Carolyn Grace Sheahan of Portland Oregon and was again incorrectly titled, on this occasion as 'M502'.

The HRG's next recorded owner is Stewart Wilkie, who privately imported the car into the UK and registered it in his name on 1st May 2003. While in Stewart Wilkie's ownership, '15 APB' was maintained by Blakeney Motorsport and raced by Simon Blakeney-Edwards at the 2004 Aintree '50s Sports Car race and by Patrick Blakeney-Edwards at the 2007 Le Mans invited support race.

The HRG was also invited to take part in the 2009 Goodwood Revival meeting (see letter from the Earl of March on file). By this time it had returned to the USA in the ownership of the Blackhawk Collection in Danville, California.

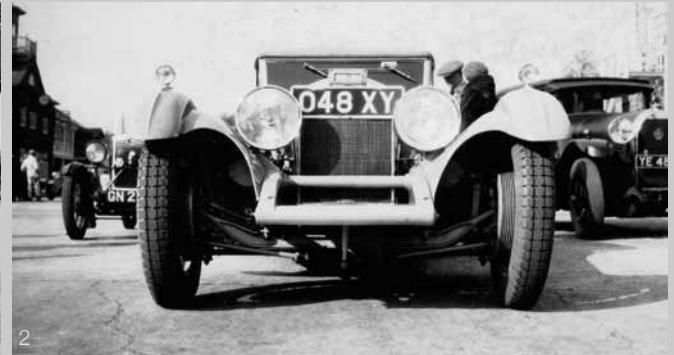
The current vendor acquired '15 APB' in 2010, since when the HRG has benefited from an extensive yet sympathetic restoration undertaken by the renowned Motion Products workshop in Neenah, Wisconsin, which was completed in 2013 at a cost in excess of \$74,000 (see detailed bills on file). The history file also contains b/w photographs of the car at Goodwood and Watkins Glen, FIA papers, and UK V5C registration document. '15 APB' also comes with a 1956 Goodwood competitor key ring and a Watkins Glen driver's badge. The only notified deviation from factory specification is a five-speed gearbox (original with car).

'15 APB' has covered relatively few miles during its life, having been kept in private collections, and following its recent restoration is ready to race. It retains matching numbers and has been featured in many publications on the history of British sports cars. In short: this is an extremely rare and historic British sports-racer, capable of winning its class in the right hands, that can be run for a fraction of the operating costs of its Continental rivals.

Should the vehicle remain in the EU, local import taxes of 5% will be applied to the purchase price.

£100,000 - 120,000
€120,000 - 150,000





1 and 2
S31 when new running on trade plates, parked in the paddock
at Brooklands, 1930 © Brooklands Society Archive

341

**1930 INVICTA 4½-LITRE S-TYPE LOW-CHASSIS
DROPHEAD COUPÉ 'SALAMANDER'
COACHWORK BY CORSICA**

Registration no. VRA 700

Chassis no. S106

Engine no. 7408

Car no. S31



'The low chassis Invicta was probably the best-looking sports car in the vintage tradition ever to be produced in England. I can think of no contemporary unsupercharged motor-car of similar capacity, made here, which could outperform it - and very few built elsewhere...' - J R Buckley, *'The 4½-litre S-Type Invicta'*, Profile publications, 1966.

In an era when most cars stood tall, Invicta's 4½-litre S-Type, with its dramatically under-slung chassis, caused a sensation: few sports cars before or since have so looked the part. The origins of the company known as Invicta Cars go back to 1925 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding.

Like the contemporary Bentley, the Invicta was designed by men with backgrounds in competition motoring and both were produced to the highest standard. Price was only a secondary consideration, a factor that contributed to both firms' failure to survive the Depression years of the early 1930s. Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Launched at the 1930 Olympia Motor Show, the S-type's 'under-slung' chassis achieved a much lower centre of gravity by positioning the axles above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-litre Meadows engine, which was also used for the 'NLC' and 'A' models.

The popular '100mph Invicta' tag notwithstanding, standard cars had a - still impressive - top speed of around 95mph, with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and though it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery. Raymond Mays, writing of the two Invictas he owned in the early 1930s, says that they gave him some of the most exhilarating motoring he ever had, with their ability 'to crest most main-road hills at nearly the century.'



Invictas are about as indestructible in normal use as a car can be. Over 70 years after the last was built, approximately 68 of the estimated 75 S-types built are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scrapper' and 'Sea Lion'.

First registered on 11th December 1930, this Invicta S-type, chassis number 'S106', has been in the current family ownership since 1983 when it was purchased by the vendor's father, who bestowed on it the nickname 'Salamander'. The Invicta joined a distinguished stable that already included a Lagonda V12 and Healey Abbott. Ownership passed to the vendor in 2005 but his father continued to maintain the car until his death in 2007. The vendor's father undertook a lot of research to trace the car's history, and the document files include correspondence over many years with former owners. He used the Invicta enthusiastically, attending numerous touring rallies in the UK and Europe, including Paris-Deauville and the Rallye du val de Loire, and used it to drive his daughter to her wedding.

Apparently, Corsica only bodied two S-Type Invictas. This particular car is the only one in this style and carries arguably the prettiest bodywork of any Invicta: low-slung and sleek, just like a salamander. The other Corsica body was similar to the more numerous Carbodies touring coachwork. Duncan MacGregor, the Invicta club archivist, recently uncovered images of this car on delivery plates at Brooklands in 1930, when it would have been the sixth made. The car appears little changed since.

The Invicta's UK registration history is not known prior to 1950 when it was registered as 'LXC 810'. The known ownership history is as follows: Mrs H P Greenhough, USA (1965-1973); P Faschenmacher (1973-1974); Lothar Frank, Bad Rothenfelde Museum, Germany (1974-1975); Micheal Rochet, Switzerland (1975); Sir John Stewart Clarke, a British diplomat who kept the car in France (1976-1983); Jeremy Wade, who purchased the car at auction (1983); and then the current vendor's father. From 1976 to 1983 it carried 'SC 76' (Sir John Stewart Clarke's private plate) followed by (briefly) 'MNM 336G' and now 'VRA 700'.



Little used in the last five years, the car is in generally good condition, retaining its original chassis, body, engine and gearbox. Following a big-end failure in 1985, the engine was treated to a complete overhaul that included new pistons, re-sleeved bores, reground crankshaft, new clutch, etc. There are bills on file from Vintage Coachworks (Peter Whenman) dating from 1980 to the 1990s (engine work) and others for renovation of the trim and carpets in the 1990s. More recently (November 2011) Meadows engine specialists Bishopgray serviced the car, adjusted the timing chains, fitted a new water pump, flushed the radiator, re-tightened the cylinder head nuts and overhauled the magneto at a cost of £6,000.

A few modifications have been made: a single 12-volt battery has replaced the original set-up of two 6-volt items (supplied with car); flashing indicators have been added; and a cleverly concealed electric cooling fan installed. There is no Autovac, cold-start device or starting jet, while the original Rotax starter and water pump are supplied loose.

A quantity of spares is included in the sale together with previous numberplates; the vendor's father's travelling tool and spares manuals; and the important special tool for the rear brake drums. A large history file is available also, containing a substantial quantity of Invicta-related information, technical drawings and magazine articles, and old-style green logbook and a current V5C and MoT to August 2014

Currently MoT'd until August 2014, the car will presented for MoT immediately prior to sale and there are no known faults. The engine runs sweetly with healthy oil pressure and well-managed coolant temperature, while the gearbox engages all gears correctly and the car drives and stops well. Salamander is ready to be enjoyed as she is or would make a sound basis for a show-stopping entry at the best concours events. She is a delight to drive and a truly unique version of this important pre-war British sports car.

The 'Low Chassis' Invicta S-Type is now regarded as one of the most desirable pre-war sports cars, sought after by collectors for its exceptional driving abilities, style and sheer presence. A guaranteed entry at the most prestigious rallies, concours and race meetings around the world, the 'Low Chassis' has an enviable reputation amongst connoisseurs and examples are to be found in some of the most important private collections.

£500,000 - 600,000
€620,000 - 740,000



342 *

**The ex-Graham Hill, Richard Attwood,
Joakim Bonnier, Dave Charlton
1968-69 LOTUS-COSWORTH FORD TYPE 49B
FORMULA 1 AND TASMAN RACING
SINGLE-SEATER**

Chassis no. 49B-R8



1
Richard Attwood would claim fastest lap
in R8 at the 1969 Monaco Grand Prix
© GPL

2
Joakim Bonnier touching down with
R8 at the 1969 German Grand Prix,
Nurburgring

3
Reigning World Champion Graham Hill at
the 1969 British Grand Prix, Silverstone
© GPL



3

On June 4, 1967, Formula 1 motor racing's entire world was turned upside down by what transpired in the Dutch Grand Prix race on the seaside sand-dune racing circuit at Zandvoort. The British Lotus team had arrived for that Grand Prix with two brand-spanking new Formula 1 cars in their transporter. Star driver Graham Hill had immediately qualified his on pole position for its debut race. On race day he had led before his new Cosworth-Ford DFV engine failed, whereupon his team-mate Jim Clark had taken over, set fastest lap, and ran away to an utterly dominant victory. The brand-new Lotus-Ford Type 49 had completely re-written 3-litre Formula 1's contemporary performance standards.

In the Zandvoort pit lane, engineer Tony Rudd, running the rival BRM team with its super-sophisticated – but heavy and fuel-thirsty – H16-cylinder engined cars studied these sleek, svelte new Lotus-Fords. He would later recall his feeling of dismay as he studied the latest concept from Colin Chapman and Maurice Phillippe of Team Lotus, and from Keith Duckworth and his engine specialists at Cosworth Engineering. Rolls-Royce-trained Tony Rudd admitted: "I realised that, for us, it was all over".

In effect only nine Lotus-Ford 49s were built (and rebuilt again) under twelve chassis numbers, from 1967-69. In three seasons the 49 won 12 World Championship-qualifying Grand Prix races (a win ratio of 35% and comfortably more than any of the seven other Grand Prix car manufacturers/teams during this period) while the Cosworth DFV V8 engine became the first Formula 1 unit ever to score 100 victories, and ended up with 155 to its credit.

The Lotus Type 49 chassis tailored to that engine comprised in effect a forward fuselage only, providing fuel tanks and cockpit and carrying the front suspension and nose-mounted cooling radiator. That stressed-skin fuselage ended in a vertical bulkhead behind the driver's seat section. The engine was then bolted rigidly to the back of this forward 'tub', the DFV V8 unit's cast-aluminium casings and cylinder heads doubling as the rear-half chassis structure, to which the gearbox and suspension members locating the rear wheels were attached. The entire design was minimalist, weight-saving to a fault – and it would become the blueprint for definitive Formula 1 design into the 1970s.



Colin Chapman's Formula 1 Lotus concepts had set the pace in pinnacle-level motor racing technology since 1960 with his first rear-engined design, the standard-setting Lotus Type 18. In 1961 he had shrunk the Formula 1 car concept into the lay-down seat 'hypodermic needle' form of the 4-cylinder Lotus Type 21. In 1962 his fertile and innovative mind had launched the stressed-skin 'monocoque' -chassis and Climax V8-engined Lotus Type 25. That family of Formula 1 cars carried Jim Clark and the Lotus marque to World Championship title-winning top honours in 1963 and 1965 and set the performance standards of the time throughout the final four years of 1½-litre Grand Prix racing, 1962-65.

The replacement 3-litre Formula 1 category had then been introduced for 1966-69 and, with new chief designer Maurice Phillippe, Colin Chapman had conceived – with Ford money and Cosworth engine expertise – the Lotus Type 49 for 1967.

Since this now legendary Lotus design then saw frontline service through no fewer than four Formula 1 seasons, 1967-1970, the Type 49 also became one of the longest-lived of Grand Prix car designs, campaigned not only by such superstar World Champions as Jim Clark and Graham Hill, but also by subsequent World Champions Jochen Rindt and Emerson Fittipaldi.

Only six of these transcendent Formula 1 cars survive today. It is many years since any became available via public auction sale, but Bonhams is delighted to offer here the ex-works Team Lotus car number '49-R8'. This is the last Lotus to be sold from the collection of the late, sorely missed British-born Formula 1 Lotus collector and racer, the long-time Australian-domiciled Hon. John Dawson-Damer.

Never before offered at auction, '49-R8' now offered here was built in October 1968 specifically for new double-World Champion Graham Hill to drive in the Tasman Championship races in New Zealand and Australia during January-February 1969. Tasman Formula racing catered for single-seater racing cars with engines of no more than 2½-litres capacity, and to meet this requirement Cosworth produced a small number of conversion kits to present their highly successful new 3-litre DFV V8 power unit in 2.5-litre 'DFW' Tasman trim.

With such a power unit bolted on to its forward three-quarter-length monocoque chassis, Graham Hill drove the John Player Gold Leaf-liveried works Lotus 49 'R8' brand-new in its debut race, the January 4, 1969, New Zealand Grand Prix at Pukekohe, Auckland, but was forced to retire. He also failed to finish in its second outing, the following weekend at Levin, like Pukekohe on New Zealand's North Island.





The ferry trip to the South Island then brought better fortune, Graham Hill in 'R8' now offered here promptly finishing second in the Lady Wigram Trophy race at Christchurch on January 18, and the following weekend placing second yet again at Teretonga, Invercargill – the world's most southerly motor racing circuit.

The 1969 Tasman Championship series then took the International circus – including Team Lotus stars Graham Hill and new team-mate Jochen Rindt - to Australia, where on February 2, 1969, at Lakeside, Brisbane, Graham finished fourth in 'R8' in the Australian Grand Prix for Tasman Formula cars.

The final round of that 'down-under' Championship took place at Melbourne's Sandown Park circuit on February 16, with Graham Hill in 'R8' taking sixth place overall. The car was then loaded onto a surface ship for return freight to the Northern Hemisphere, where in the Spanish Grand Prix both high-winged Lotus 49Bs of Jochen Rindt and Graham Hill were very badly damaged in separate accidents, both triggered by rear-wing strut failure over the same high-speed brow on Barcelona's Montjuich Park circuit.

While Graham Hill emerged unhurt from his Spanish incident, team-mate Jochen Rindt was severely concussed and was unable to drive in the following Monaco Grand Prix on May 18. Team Lotus was also severely embarrassed by lack of an instantly-available car to replace Rindt's 'R9', effectively written-off at Montjuich, as their No 2 team entry at Monte Carlo. Consequently, 'R8' was rushed off the ship from Australia, hastily fitted with a Formula 1-spec 3-litre DFV engine, and hustled down to Monte Carlo for substitute driver Richard Attwood to use in the race.

He had absolutely shone there for the BRM team the previous season, setting fastest race lap and finishing a strong second behind Graham Hill's winning Lotus 49B – chassis 'R5'.

In the 1969 Monaco GP – driving 'R8' virtually unchanged from its hard-used Tasman Championship form - Richard Attwood finished a fine fourth (and also the distinction of fastest lap), in a race again won by Graham Hill's sister Lotus 49B, this time 'R10'. With Swiss driver Jo Siffert third in entrant Rob Walker's private Lotus 49B – chassis 'R7' – three of the Hethel-built British cars had featured amongst the top four finishers in the world's most punishing Formula 1 race.

At Gold Leaf Team Lotus's Hethel works in Norfolk, England, 'R8' was then adapted to latest Type 49B specification and raced again by charismatic Graham Hill nursing a sick 'R8' to finish 7th in the 1969 British Grand Prix, on July 19.

Meanwhile, Colin Chapman had launched a new 4-wheel-drive Formula 1 design – the Lotus Type 63 – that he fully intended to serve as the aging Type 49 design's new-season replacement. However, the 4WD cars proved heavy and clumsy in service, leaving both Graham Hill and the always outspoken Jochen Rindt deeply unimpressed. Given the choice they would always prefer the conventional (and proven) rear-drive Type 49Bs, so to prevent them having the choice Colin determined to sell Team's 49s – 'R8' going to the veteran Swedish owner/driver Joakim Bonnier.





He had the car repainted in his Swiss-derived overall red livery with white central stripe, and on August 3 1969 he campaigned it in the German Grand Prix on the Nurburgring, only to retire with a fuel leak. He then crashed the car during practice for the Oulton Park Gold Cup race in England on August 16, the damage being repaired at Hethel prior to Bonnier selling the car to visiting South African national F1 driver Dave Charlton for 1970.

Charlton then used 'R8' in South African Team Gunston tobacco brand livery to clinch the first two of his six consecutive South African national Formula 1 Championship titles, 1970-75. The car won nine qualifying rounds in his 1970 national campaign, and four more through 1971. His first season's victories were scored in the Highveld '100' at Kyalami, the Coronation '100' at Roy Hesketh, followed by the Natal Winter Trophy there, the Coupe Gouvernador Generale at Lourenco Marques, Rand Winter Trophy at Kyalami, False Bay '100' at Killarney, Rhodesian GP at Bulawayo, Rand Spring Trophy at Kyalami and the Goldfields '100' at Welkom.

This extraordinarily successful campaign was then followed in 1971 by Dave Charlton and 'R8' winning another Highveld '100' at Kyalami, Coronation '100' at Hesketh, Bulawayo '100' and the South African Republic Festival race back at Kyalami, Johannesburg.

Old 'R8' was then campaigned to the end of 1972 by South African drivers Piet de Klerk and Mayer Botha, before eventually being acquired, dismantled and in damaged condition, by Australian-resident, the Hon. John Dawson-Damer. He painstakingly restored it to raceworthy condition and it is today the last of his renowned eight-strong Dawson-Damer Lotus Collection – six of which were sold by Bonhams in Sydney in 2008.

The car has been in operational condition and demonstrated in Australia in recent years. It will of course require inspection and probably overhaul for any historic competition. Please also note that, as the car has been brought into the UK for sale from Australia, the Lotus will be subject to 5% import tax on the hammer price – should it stay in the EU.

By every standard, Colin Chapman's Lotus 49 concept is an absolute landmark in Formula 1 design. It simply raised the bar for every rival manufacturer, and its Cosworth-Ford V8 engine became by far one of the most successful in all motor racing history. Now chassis 'R8' offers its impeccable provenance as having begun life as Graham Hill's 1969 Tasman Championship then British GP car, it was used by that wonderful driver Richard Attwood to finish fourth in the 1969 Monaco GP, and private owner Dave Charlton drove it to become multiple South African national Champion. Add the excellent extra cachet of the car now being offered here direct from the illustrious Lotus-specialist Dawson-Damer Collection and 'R8's iconic status is set in stone.

The late John Dawson-Damer was respected worldwide for his knowledge and love of Lotus cars and his passion for motor sport and our sale of his rare Lotus 49B is a momentous moment – in which your bid can star.

£700,000 - 1,000,000

€860,000 - 1,200,000







343

**1958 LANCIA AURELIA B20GT
6TH-SERIES COUPÉ
COACHWORK BY PININFARINA**

Registration no. WSV 684

Chassis no. B20 3953

Engine no. B20 5345

A rare UK-delivered model with floor shift, '3953' boasts the desirable attributes of matching numbers, few owners, low mileage and full history. '3953' is one of only 25 B20s imported by Lancia England and was first registered to Ernst Bent in Peterborough in July 1958 according to the original buff logbook. It was then owned by a Reverend Fairbrother in Devon for over 20 years before passing through the hands of two further owners, both of whom were Lancia Club members. The B20 was added to the vendors' collection in 2008 and has recorded only 79,000 miles from new.

A bare metal body restoration had been undertaken in 1989 amounting to some 750 hours, involving the replacement of sills and wheelarches, all of which is receipted. The vendors bare-metal repainted the car again to a high standard in 2010, and replaced the door and bonnet skins. All new body rubbers and weather stripping were used, all chrome parts re-plated, and a new windscreen installed. Unusually for one of these cars, it retains all of its 'jewellery' such as the gutter trims, often missing from other examples. The fog lights were restored, new headlights and new-old-stock rear lamps installed, and the whole car Dinitrol rust protected.



Remarkably smooth and refined, these later 6th series cars benefit from all of the many modifications introduced by Lancia during the B20 production cycle. These include enhancements to trim, suspension, gearbox and, of particular note, the prop shaft and clutch, which are less likely to get out of balance, a weakness of the earlier cars. Buying a late car is therefore a shrewd choice.

The engine is described as powerful and in good health. Only 12,000 miles have been covered since a receipted complete rebuild by Tanc Barratt, which included new pistons and liners and hardened valve seats for unleaded fuel compatibility. In the current ownership the engine has enjoyed filter and oil changes every 1,000 miles as well as a new coil, HT leads and an overhauled distributor. The cooling (radiator, water pump and all hoses) and braking systems have been overhauled and the Weber carburettor and fuel system rebuilt. An Omicron mechanical clutch conversion has been installed. With the exception of this and a complete stainless steel exhaust system, the car is said to be 100% original in specification (the original hydraulic clutch mechanism is included in the sale). The engine bay is beautifully and correctly detailed throughout, a rare sight nowadays as so many Aurelias lack authenticity in this regard.

The interior of this B20 looks and smells just right, unlike so many which have non-original trim. It is delightfully original, even down to the rubber matting, preserved in excellent order, rear seats and door cards. The front seats' faces were recovered in the correct grey cloth in 1993 and a new headlining was fitted in 2010, again in the original material. The wood rim wheel was re-lacquered at the same time. A period Blaupunkt radio completes this exquisite interior. The boot too is entirely original down to the inner wing diamond-stitched trim, rubber mat, spare wheel and jack.

In their original test of the B20, *Autocar* said that the standard of finish of both coachwork and mechanical components was almost beyond criticism, and remarked that the Aurelia was exceptionally invigorating to drive, all of which holds true today for this exceptional example, which has proved to be totally reliable while in the vendors' ownership. Representing a rare opportunity to purchase a B20 of the very highest quality, 'WSV 684' is currently taxed and comes with history file, original owner's manual, dealer directory and V5 registration document. A car that ticks all the boxes, it is eligible for many of the most prestigious historic motoring events including the Tour Auto.

£100,000 - 120,000
€120,000 - 150,000

344 *

**1912 ROLLS-ROYCE 40/50HP SILVER GHOST CABRIOLET
COACHWORK BY BARKER/FRY**

Chassis no. 2145

Engine no. 47D



'Every now and then a restoration comes along that stands out in terms of quality and detail, and the 1912 40/50hp Silver Ghost Cabriolet, chassis 2145, did exactly that at this year's 47th Annual Federal Rally in Canberra.' – David Berthon writing in *'Praeclarum'* the journal of the Rolls-Royce Club of Australia, August 2005.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the *Pall Mall Gazette* in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 London Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker & Co.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed: a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the 1907 Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested.



Rigorous testing continued to be undertaken publicly too in the interests of promoting sales, the next such enterprise being Ernest W Hives' legendary journey in September 1911 from London to Edinburgh using top gear only. Rivals Napier had just completed a similar stunt and Rolls-Royce felt obliged to rise to the challenge. Hives' Silver Ghost averaged a remarkable 24.32 miles per gallon over the 400-mile journey and on its completion was taken to the Brooklands racetrack where it was timed at 78.26mph. That car, chassis '1701', incorporated under-slung cantilever rear springs and an engine upgraded with increased compression ratio and a larger carburettor, while the lightweight sports-tourer 'torpedo' coachwork was by Holmes & Co of Derby. Orders for replicas poured in and today genuine examples of the 'London-to-Edinburgh' model are among the most coveted of all Silver Ghost variants.

The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

Rolls-Royce Silver Ghost, chassis number '2145', was completed with a Barker cabriolet body and delivered new to one E F Miller in London, who subsequently moved to Melbourne, Australia, taking the car with him. In 1929 the Ghost passed into the ownership of George Russell of Toorak, Melbourne, a local businessman. The car was owned by an E J Simpson of Melbourne in the 1930s and was probably re-bodied pre-war before being recovered in 1959 as a wreck by Laurie Vinal of Adelaide. '2145' remained in the Vinal family's possession as an un-restored chassis until it was acquired by the current owner in 2000.

A four-year total restoration was then embarked upon, the faithful re-creation of the Barker cabriolet body being entrusted to master craftsman Roger Fry of Perth, Western Australia. To ensure authenticity, Roger visited the UK and Ireland to study two original Barker cabriolets, with particular attention being paid to the design of the folding hood mechanism. The front body tub is an original Barker component from chassis '1905E', donated by a fellow Ghost owner. Tasmanian Oak was used for the body framework, which is panelled in aluminium, while all the body mouldings are alloy castings. The body is finished in Brewster Green with black coachlines, while the interior is trimmed in black Connolly leather to the front compartment and mushroom West of England cloth to the rear.







A carriage maker established as far back as 1710, Barker & Co of London was one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Indeed, in 1905 Charles Rolls is said to have announced that 'all Rolls-Royce cars will be fitted with Barker bodies' and the London firm was regarded as its 'official' coachbuilder until Rolls-Royce acquired Park Ward in 1933. The Barker cabriolet as recreated on '2145' is a particularly versatile design, enabling it to be fully raised to cover both driver and passengers, part retracted in sedanca de ville style, or fully lowered and with the windscreen folded down if so desired. With the central division and side windows raised, the rear passengers enjoy the ultimate in comfort and protection.

After completion, '2145' received the coveted concours award mentioned above, having gained this outright win against an impressive field of Rolls-Royce and Bentley cars of all ages. In his 'Praelarum' article, David Berthon commented: '...in the eyes of many the high standard set by this restoration will surely form a benchmark for many years to come.'

In 2013 the engine was completely rebuilt with new bearings, a new rear block and new oversize high-compression pistons, since when only some 3,000 miles have been covered. The electrics were rewired at the same time and there are new bearings throughout the transmission. Other noteworthy features include hardened valve seats, a starter motor, turn indicators, safety glass and quartz halogen headlamps. A complete original tool kit and full complement of weather equipment are included in the sale.

Presented in concours condition, this beautifully restored Silver Ghost possesses all the qualities of refinement, reliability and performance that established Rolls-Royce as the pre-eminent British motor manufacturer as long ago as the Edwardian era.

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

£600,000 - 700,000

€740,000 - 860,000



345

**1965 5.9-LITRE LOLA-CHEVROLET T70
GROUP 7 SPORTS-RACING SPYDER**

Chassis no. SL70/1

1

The Surtees-signed monocoque chassis.

2

Chevrolet V8 engine – 'Il Grande John' in full flow.



In 1965 the immortal Lola T70 sports-racing car was introduced by Lola Cars' creator and mastermind Eric Broadley. Its Specialised Mouldings-produced glass-fibre bodywork was so exquisitely well-proportioned – and (by the standards of the time) aerodynamically effective – that the T70 was widely acclaimed as being the most beautiful sports-racing car ever created. In essence, if the Aston Martin DBR1 was as gorgeous a front-engined shape as British constructors have ever produced, then the Lola T70 must take the corresponding rear-engined prize.

The T70 was produced to compete in the International Group 7 class of 'anything goes' so-called 'big-banger' sports car competition. In effect this was Mr Broadley's gesture of liberation from the strait-jacket of Ford Advanced Vehicles and the steel-monocoque Ford GT programme to which he had been contracted through 1963-64. There he had argued long and hard for the Ford GT to employ a largely aluminium-panelled lightweight monocoque chassis, but aluminium was not a then a material of structural appeal to the masters of America's mass-production motor industry.

From 1965 forward aluminium-hulled sports and GT production would follow the Lola T70 lead.

This splendidly presented example is, most notably, accompanied by an impeccably detailed history dossier, compiled for what is rapidly being recognized as the leading independent British authority, oldracingcars.com, by the late, much-respected, enthusiast researcher David McKinney. His dossier foreword explains: "This chassis number identifies the first of many famous Lola T70 sports cars, the semi-works car raced by John Surtees in 1965. It was subsequently re-tubbed before resale, retaining most other parts from the original car, including the body and the all-important identifying chassis plate. Following this, the car had a short but successful racing career in Japan, being restored there and in the UK after 30 years of virtual neglect. The original chassis may have survived and been built up as a separate car but its existence does not detract from the authenticity of the car featured in this dossier". Another Lola T70 bearing the chassis no. SL70/1 does exist and it may be that Mecom sold, in period, two Lola T70s designated SL70/1.

When Lola T70 chassis 'SL70/1' originated, John Surtees had just become the first man ever to add the four-wheeled Formula 1 World Championship title to his seven achieved upon two wheels in the motor-cycling arena.



In January, 1965 'SL70/1' was displayed at the London Racing Car Show, finished in royal blue and white livery, before being delivered ostensibly to John Surtees's then father-in-law, Jack Burke of Eastleigh, Hampshire. In the then re-liveried red car, 'John the Great' finished second to Jim Clark's Lotus 30 and ahead of Bruce McLaren's McLaren-Elva-Oldsmobile M1A upon the car's rain-soaked debut at Silverstone that March. The combination led from pole position at the Silverstone May Meeting before its engine overheated, and Surtees then used the car to win the major Player's International '200' race at Mosport Park, Canada.

He led the Martini Trophy race back at Silverstone before a developed T70 Mark II car emerged, whereupon 'SL70/1' was entrusted to new star, Jackie Stewart to drive as a second Team Surtees entry - with suitable tartan striping - the young Clydesider finishing third behind John and Bruce McLaren in the prestigious Guards Trophy race at August Bank Holiday Brands Hatch. Having originated with a 4.5-litre Traco-Oldsmobile V8 engine, 'SL70/1' ran its first races with a similar-sized Chevrolet V8 before a 5.9 Traco-Chevrolet unit was fitted. John Surtees would win the inaugural CanAm Championship in the US and Canada in 1966, using a later T70 while 'SL70/1' had been acquired by Texan private entrant John Mecom Jr, apparently not being raced but used as a 'hangar queen' source of spare parts to sustain Mecom's sister T70s.

Early in 1967 'SL70/1's original bodywork and - it is believed - some other components were transferred by Mecom's mechanics onto a fresh T70 Mark II monocoque chassis. This car and a second T70 were then shipped to Japan by local Firestone agent Don Nichols. While he would race the second car under the pseudonym 'Roger Clark' (!) the updated 'SL70/1' went to driver Ginji Yasuda's Daikyo Chain team. Its chassis was fitted with local Group 6 Coupe bodywork for Yasuda's debut race, quickly reverting to open form for his only other outing that year, finishing second. Yasuda raced the car twice in 1968, leading Japanese star Kunimitsu Takahashi once, and in 1969 it was campaigned by Matsuaki Samada and Isamu Kasuya.

The aging Lola was then retired, being stored by Yasuda team mechanic Yoshiaki Kobayashi, surviving in storage for some 30 years before being acquired by legendary local racing car collector Yoshiyuki Hayashi. In 1999 restoration began in Japan, both Team Surtees red paint, and the original Racing Car Show blue, being found beneath Daikyo Chain's orange. That tub was considered too badly corroded to be saved. Consequently a fresh tub was produced, a new body acquired from Lola Cars and a rebuilt 5.9-litre Chevrolet V8 installed - the restored car being test-driven at Mt Fuji on September 15, 2003.



In 2005 'SL70/1' as now offered here returned into British ownership, importantly accompanied by the majority of its discarded original parts including a good proportion of the original body plus other suspension, chassis and engine parts. A fresh 5.9 Chevrolet engine, complying with FIA Appendix K regulations, was fitted. The Lola has been a welcome sight at many prestigious events and most competitively raced with success.

Indeed, at the recent Donington Festival in early May last month, John Surtees was reunited with 'SL/01' and thrilled the crowd by demonstrating the car for a few laps. Being the racer he is, John sent an email to the current owner with a report on the driving characteristics and set-up. The car is also offered with a comprehensive and well presented file outlining 'SL70/1's' provenance, as well as invoices relating to the current owner's 2005-6 rebuild and preparation for historic racing.

Since the most recent complete engine rebuild, the Lola has run for no more than 6 hours, including two Goodwood Revivals; test, race and demonstration at Donington; and a further race at Thruxton. The Lola is – save for the usual safety checks – race-ready.

As offered here this imposing – and most competitive – beauty has an impeccably well-documented and continuous history from 1967 and although rebuilt by Mecom Racing upon a replacement chassis (importantly in-period) in 1966-67 – its derivation from the 1965 John Surtees and Jackie Stewart original 'SL70/1' is well established and understood. Three great racers there – John, Jackie and this Lola T70 itself - with 11 World Championship titles between them...

£180,000 - 240,000

€220,000 - 300,000

3
The World Champion in his Team Surtees Lola-Chevrolet leading Jim Hall's Chaparral in period.

4
Ready for battle – the intense John Surtees pre-race with the T70.



The ex-Ronnie Peterson, Vittorio Brambilla, Lella Lombardi **1976 MARCH-COSWORTH 761 FORMULA 1 RACING SINGLE SEATER**

Chassis no. 761-3

Engine no. 157

March Engineering Ltd of Bicester, Oxfordshire, emerged as a powerful new Formula 1 force in 1970 – immediately fielding no fewer than five of their formative Type 701 Cosworth DFV-engined cars in their debut season – two works team cars, one for the associated STP-March programme and two in dark Scots blue for the Tyrrell Racing Organisation. Drivers that first season included such superstars as Jackie Stewart, Mario Andretti, Jo Siffert and Chris Amon.

By 1976 Ronnie Peterson had rejoined the March programme – having given the new marque its initial debut with the Formula 3 prototype car designed by ex-McLaren technical director Robin Herd in 1969. Now this March 761 is offered here with Ronnie Peterson history, having been campaigned by the legendary pace-setting Swedish hero in the 1976 South African, Long Beach (USA East), Spanish and Belgian Grand Prix races, before it was taken over by Italian team-mate Vittorio Brambilla for the subsequent Swedish, French, British, German, Austrian, Dutch, Italian, Canadian, and Japanese GPs that season.

Despite spirited driving by Peterson best results were achieved by Brambilla, who finished sixth in the Dutch GP and qualified strongly at the end of the season, third on the grid in Canada and fourth on the grid at Watkins Glen for the US Grand Prix.

As one might imagine with two such committed, fast and furious drivers as Peterson and Brambilla – the latter respectfully known throughout the motor racing world as ‘The Monza Gorilla’ – the Formula 1 March entry known as ‘761-3’ had a hectic career.

Peterson’s friend and March mechanic Ake Strandberg, relates an incident in practice for the 1976 Belgian GP, in *‘Memories of Ronnie Peterson’*, by Joakim Thedin and Tomas Haegg, published by Poletext, Copyright 2006. ‘Ronnie crashed the car. He came back to the pits carrying his seat cushion and reported that it wasn’t too bad. He said, ‘Bring a jack and a front tyre along and you can drive it back again.’ The mechanics went off to find the car, ‘the first thing we saw was the rear wing. The rest of the car had a chain-link fence wrapped around it. No wheels were left on, the car was totally trashed.’



It was rebuilt around a new monocoque chassis tub after the crash in Belgium, and at the German GP did not start the race following a Brambilla practice crash. It was rebuilt again around a fresh tub – which we understand was numbered '10' – and in the Austrian and Dutch GP reports it was contemporarily described as '761-10' while wearing its original chassis plate stamped '761-3'. After the Dutch GP at Zandvoort the car was again reported as '761-3'.

During the following winter of 1976-77, the car was equipped with Robin Herd's experimental design of four-wheel drive rear end, emerging as a six-wheeled test hack. It would never be raced in that configuration – which was shared contemporaneously by the rival Williams Formula 1 team – triggering a ban on more than four wheels for Formula 1 use. The car was then sold to John Macdonald's RAM Racing organization, and it was campaigned by them in standard March 761 four-wheeled configuration with Marlboro and F&S Properties backing as a 1977 season private entry.

The car was driven by Dutchman Boy Hayje and (once) by the British hopeful Andy Sutcliffe. Hayje qualified for one race only, the Brands Hatch Race of Champions event, qualifying 12th and finishing seventh. The car was then sold during 1977 to F & S Properties for entry in the Group 8 ShellSport International Championship of minor-league Formula 1 racing, and modified by Tiga Engineering. Modifications included longer wheelbase, wider track, front radiator, new bodywork and changes to the oil and water systems. It was subsequently sold to British owner Graham Eccles and was available to rent-a-drivers in the 1979 Group 8 Aurora-AFX national Formula 1 Championship series.

We are advised that, in 1982 March 761-3 now offered here passed into a private European museum, and in 1983 to specialist dealer Roger Cowman. The rolling chassis was restored to original March Engineering specification, back to side radiators with standard wheelbase, track, oil system and bodywork. Ken Moore acquired the car in 1986 and in 1987 it was owned by Bob Howlings, before passing as a non-runner to Luc Behar in France. In 1999 it passed to the current vendor, a collector, 1970s competitor in F5000 and great enthusiast for 1970s racing cars.

Who took further steps towards its restoration and race preparation including- engine pulled apart and line bored by J and F Engines (formerly March Racing Engines) ready to be rebuilt around new parts, the FG400 Hewland gearbox (believed to be original to the car) similarly pulled apart by BPA Engineering, stripped, and checked ready to be fitted with new parts, brakes rebuilt by BG Developments, instruments rebuilt, radiators rebuilt by Serck. The car is offered with spare wheels, nose, and drive shafts and with old FIA papers. Described by the vendor as in "lovely original condition" with excellent chassis, bodywork and paintwork, this represents a terrific opportunity to buy one of the most charismatic of 1970s Grand Prix racing cars and complete the restoration and race preparation, as befits a car raced by two true firebrand drivers of the period.

£120,000 - 160,000
€150,000 - 200,000

1
 Ronnie Peterson aboard 761-3, 1976





347

1955 AUSTIN-HEALEY 100M BN2 ROADSTER

Registration no. 609 APF
 Chassis no. BN2/229013
 Engine no. 1B/229013



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance, limited production sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. In fact, the car first appeared at Earls Court badged as a 'Healey Hundred' and was re-badged 'Austin-Healey' while still on its stand after Austin boss Leonard Lord bought the rights to the design. It was just as well that he did, for Healey would take over 3,000 orders during the Show yet his company had never made more than 200 cars in a single year!

Following the Austin-Healey 100's sensational debut in 1952, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars.

Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. The kit included a pair of 1¾" SU HD6 carburetors plus special inlet manifold and cold air box, high-lift camshaft, stronger valve springs and distributor with alternative ignition advance curve. With the kit installed power increased from the standard 90 to 100bhp.

From October 1955 the conversion was available factory-fitted on the successor BN2 model in the form of the 100M. In addition to the Le Mans kit, the latter boasted high-compression pistons, stiffer front anti-roll bar, special Armstrong front dampers and a louvred bonnet. Power increased to 110bhp and top speed, with windscreen folded flat, to within a whisker of 120mph. The number of BN1s converted by their owners is unknown, but 1,159 cars, mostly BN2s, were built or subsequently modified to 100M specification between 1955 and 1956. Of these, approximately 640 were completed at the factory, some 544 of which were exported to the USA.

A BN2 model fitted with the 100M 'Le Mans' tuning kit, chassis number '229013' is one of only 165 cars supplied in right-hand drive form to the UK market. The car was completed in October 1955 and supplied new via Wimbledon Motors. We are advised that it has had relatively few owners and in 1998 underwent a full 'ground upwards' restoration at leading marque specialists JME (full documentation available). Since then the Healey has formed part of a large private collection in Northamptonshire and has covered approximately 550 miles only since restoration. Described as in generally excellent condition, '609 APF' is said to drive, feel, handle and looks just like a brand new car. Accompanying paperwork consists of the aforementioned restoration records, old-style logbook, current MoT/ tax, V5 registration document and an interesting letter from Healey 'guru' John Wheatley.

£50,000 - 60,000
€62,000 - 74,000



348

1970 LOTUS ELAN S4 'SPRINT' DROPHEAD COUPÉ

Registration no. JWV 529H

Chassis no. 7105120155G (see text)

Engine no. L22068



An Elite-type glassfibre monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. Suspension was all independent with unequal-length wishbones at the front while a wide-base 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 topped with Lotus's own twin-camshaft cylinder head, and both gearbox and differential came from Ford also.

As development progressed, the Elan became more civilised, the final Series 4 - introduced in March 1968 - benefiting from dashboard fresh-air vents and improved interior trim and fittings. The bodyshell was slightly thinner - and lighter - than the S3's and featured flared wheelarches accommodating wider wheels, side repeaters and larger Plus 2-style rear lights.

Towards the end of production a higher-performance version, the Elan Sprint, was introduced featuring the Tony Rudd-developed 'Big Valve' engine producing 126bhp - some 20 horsepower more than the standard Elan's - and a suitably strengthened transmission. A duo-colour body, gold bumpers and black wheels distinguished the new model.

Adequately 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.

Although manufactured in May 1970, some months before the Sprint's announcement at the Earls Court Motor Show in October of that year, this example is believed to be one of a number of S4s subsequently returned the factory to be 'refreshed' and upgraded to Sprint specification. The Elan was in 'barn find' condition (see photograph on file) when purchased by the vendor, a long-time Lotus enthusiast who has owned several over the years and currently numbers a '2-11' amongst his collection, which is now being reduced. 'JWV 529H' was restored over a three-year period to Sprint specification, being completed in May 2010. Wider wheels and a larger fuel tank (for long-distance touring) are the only notified deviations from factory specification.

Described as in generally good condition, the car is offered with MoT to May 2015 and V5 registration document. (It should be noted that the latter incorrectly records the chassis number as '710S1201556').

£29,000 - 34,000

€36,000 - 42,000

349 N

1931 BENTLEY 8-LITRE SPORTS TOURER

Registration no. KJ 3154

Chassis no. YM 5042

Engine no. YM 5042



Although the prevailing image of Bentley cars during the vintage Cricklewood period of the company's life is that of out-and-out sports cars and fast tourers, it is often overlooked that W O Bentley made a determined bid for the carriage trade, particularly with his larger 4-, 6- and 8-Litre models, and it is largely because of this that Napier's bid for the company in 1931 was thwarted by Rolls-Royce, which doubtless saw that a rejuvenated Bentley company would present strong competition to their own models.

As it is, only 100 examples of the 8-Litre model had been produced before bankruptcy overtook the original Bentley company, but had they been in a stronger financial position it might well have been a different story. The chassis price of the 8-Litre Bentley at £1,850 was in direct competition with the Rolls-Royce Phantom II, allied with better performance, and the contemporary motoring press was lavish with its praise for the 8-Litre model. The latter had debuted at the 1930 London Motor Show and was the largest-engined car made in the UK at that time and arguably the fastest. Bentley's advertising claimed '100mph without noise' and tests bore out that claim, the 8-Litre being fully capable of the 'ton' even when burdened with weighty formal coachwork. As W O Bentley himself said: 'I have wanted to produce a dead silent 100mph car, and now I think we have done it.'

The world's fastest production chassis at the time of its introduction, the 8-Litre represents an evolutionary step in the development of the vintage Bentley, combining proven features of the 6½-Litre model with the latest engineering advances. Rather than trying to extract more power from the existing 6½-Litre engine, W O Bentley followed his long-preferred method of improving performance and simply enlarged it, increasing the bore size from 100 to 110mm. Although the 8-Litre's engine followed conventional Bentley practice, its gearbox - designated 'F-type' - was radically different from its predecessors, the redesign having been necessitated by the greatly increased power and torque it was required to transmit, as well as the quest for silence.

The massive chassis frame likewise was entirely new, being of the 'double drop' design that enabled overall height to be reduced and the centre of gravity lowered, these aims also dictating the use of a hypoid-bevel rear axle. Seven tubular cross members resulted in a much stronger and less flexible frame than hitherto, which was available in a choice of wheelbases: 12' or 13'. Revised suspension incorporating longer road springs, out-rigged at the rear, together with Bentley & Draper shock absorbers made for increased smoothness and stability, both vital considerations when designing a large and weighty vehicle capable of three-figure speeds. The 8-Litre's steering and braking systems also featured numerous detail improvements.



'Motoring in its very highest form,' eulogised *The Autocar* in December 1930, having recorded a top speed of 101.12mph in W O Bentley's own saloon-bodied 8-Litre over the half-mile. Between 1930 and 1939, Britain's foremost motoring magazine bettered that figure only once, while testing an Alfa Romeo 8C 2300. The 8-Litre was destined to remain the fastest production Bentley until the R-Type Continental's arrival in 1953.

Completed in September 1931 and the 62nd of the 100 type produced, Bentley 8-Litre chassis number 'YM 5042', complete with F-type gearbox number '8068', was delivered to leading London coachbuilder Freestone & Webb for bodying as an enclosed limousine. Factory records show that the car was built on the longer (13') wheelbase chassis to 'our own body order'. However, one unusual feature was the hinged door in the back of the body, supposedly for the accommodation of a passenger in a bath chair, which presumably was incorporated at the request of the original owner, Mr John Russell of Parrock Manor, Gravesend.

'YM5042' was delivered via Bentley agents Lion Garage of Gravesend, Kent and first registered 'KJ 3154'. The only other owner listed in the pre-war factory records is Harold Lewis Good (1939).

After the war, 'YM5042' was owned by a J Ellis in 1949 followed by Billie North (1953), R H Owthwaite (1955), Major F R Ingham (1959 and P S Petrie of Cross-in-Hand, Sussex (1960). In 1966 Mr Petrie took the Bentley to Hofmann & Burton of Henley-on-Thames, one of the leading marque specialists of the day, and asked them to rebuild it as a copy of another 8-Litre, 'YM5047', which had recently been rebuilt by H&B with an open sports body on a shortened chassis with lowered bulkhead and radiator. 'YM5042' was duly modified in similar manner, the chassis being shortened by 18" to a wheelbase of 11' 6" and the bulkhead and radiator shortened. To maintain cooling area, the original dynamo was dispensed with and replaced with a modern one driven off the clutch shaft.





The Autovac and Tecalemit chassis lubrication system were removed also. Two later SU carburettors were fitted on the original manifold, fed by an electric fuel pump. High-ratio crown-wheel-and-pinion sets not being available for the 8-Litre, a Speed Six-type differential from chassis number 'LR2782' was installed, this being a not uncommon modification among shortened 8-Litres. A new four-seater open body in Vanden Plas style was made and modern electrics and Marchal headlights fitted. Most of the instruments were replaced. It is not known who commissioned the two-seater body currently fitted, which is believed to date from the 1970s. The 8-Litre's history and detailed specification are dealt with in greater depth by the typically thorough 22-page illustrated report compiled for the vendor in November 2013 by marque authority Clare Hay, which includes copies of the factory records, registration particulars, correspondence and period photographs (perusal recommended). For the last several years the Bentley has been on static display in a significant European museum collection and will require re-commissioning before returning to the road.

£600,000 - 700,000
€740,000 - 860,000





350

**Formerly the property of Formula 1
and Indycar Champion Nigel Mansell
1988 FERRARI TESTAROSSA COUPÉ
COACHWORK BY PININFARINA**

Registration no. F722 MPB

Chassis no. ZFFAA17C000079325

Engine no. 15213



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 (red head) retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices.



Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

One of only a relative handful of its type produced in right-hand drive configuration, this fine example was gifted to Nigel Mansell by Ferrari when he signed to drive for the Italian manufacturer's Formula 1 team in 1989. Its unique status is confirmed by a special commemorative plaque bearing Nigel Mansell's name, which is fixed to the driver's side doorjamb. The car was supplied in December 1988 by the UK importer Maranello Concessionaires to Gestions Sportives Automobiles in Switzerland.

Having covered some 1,000 miles around the Isle of Man, Mansell's home at the time, the Ferrari was serviced by Nigel Mansell Cars in October 1989 and again in March 1992. He then sold the Testarossa, which was next offered for sale at auction in London in December 1993. The car was purchased for the Sondes Fields Collection in 1994. Mototechnique serviced the car and changed the cam belts in 1994 and 1999.

They were last changed in 2006 by the Sondes Fields Collection's in-house mechanic, who has been responsible for the car's general servicing and maintenance since acquisition (see hand-written notes on file). It should be noted that the speedometer was changed by Maranello Concessionaires at 4,737 miles, while the current odometer reading is circa 11,000 miles making the total from new around 15,700 (original speedometer with car).

The Ferrari has not been MoT'd since its owner Joseph Cashin died in 2006, at which time it was inherited by his nephew, though it has been driven regularly on private roads. Running and driving well, the Testarossa should require only minimal re-commissioning prior to returning to the road. 'F722 MPB' comes with its original Ferrari wallet and service book, some service history and V5 registration document.

Even today few cars can match the on-road presence of a Testarossa and this one represents a rare opportunity to acquire a right-hand drive example of the legendary Italian supercar first owned by one of Britain's greatest Formula 1 World Champions. A high-performance work of art.

£60,000 - 80,000
€74,000 - 99,000



351

***The ex-Le Mans and RAC Tourist Trophy, M.F.L.
Falkner/Tommy Clarke – ex-Mille Miglia,
E.R. Hall/Marsden – ex-Targa Abruzzo,
Count ‘Johnny’ Lurani/Gildo Strazza –
ex-Derrick Edwards Morntane Engineering***
**1935 ASTON MARTIN ULSTER
COMPETITION SPORTS**

Registration no. CMC 614

Chassis no. B5/549/U

Engine no. B5/549/U (see text)



1
E.R. Hall/Marsden aboard 'CMC 614'
during the 1935 Mille Miglia.

2
Lurani/ Strazza 1935 Targa Abruzzo.



To anyone within the Aston Martin world, Derrick Edwards was a legendary figure. He was a marque specialist restorer, preparer, tuner and racer whose name and reputation became absolutely synonymous with Aston Martin's 1930s finest. He was the man who founded Aston Martin specialist Morntane Engineering, from which grew Ecurie Bertelli, taking the family name of Augusto Cesare 'Bert' Bertelli, whose family directed the Aston Martin company's progress and fortunes from 1926 to 1937.

Bonhams is privileged to offer the car which was Derrick Edwards' personal Aston Martin Ulster, the machine he raced, tuned, raced, lightened and raced again, and again, for more than 30 years...

Whenever he made a far-reaching modification to the car in search of saving another elusive half-second around the classic and historic racing circuits of the world, Derrick Edwards carefully preserved any original components removed. Today these have been returned to the car, which is now presented here in virtually the same configuration as presented during its International heyday of frontline competition, when it represented the honour of the British motor industry in such prestigious events as the 1935 Le Mans 24-Hour *Grand Prix d'Endurance*, the Mille Miglia, and the grueling Targa Abruzzo at Pescara on Italy's Adriatic coast.



In the Aston Martin Owners' Club Register of Members' Cars the exhaustive listing of individual histories is headed – in extent – by that for Derrick Edwards' 'CMC 614' as offered here. In 2002, a *'Motor Sport'* magazine feature upon the car described how "It's one of those cars which needs the right owner, so when the time came to sell six years ago it wasn't advertised; instead Andy Bell, the guru of Ecurie Bertelli, quietly rang up (fellow marque aficionado) Fred Blakemore and suggested it was his turn to become guardian". He in turn recalled how Mr Edwards had long before "...let me drive CMC, and even then I thought it was a superb car to drive".

The car is one of the rarefied and intensely desirable group of only 21 Aston Martin Ulster sports cars which were manufactured by the Bertelli-directed company in its Feltham workshops, built closely to the same specification as the illustrious LM-prefixed factory team cars which had previously garnered the Team Prize in the 1934 RAC Tourist Trophy race around the Ards circuit in Ulster, hence the model name. They were lightweight versions of the Aston Martin Mark II, featuring 1496cc dry-sump 4-cylinder engines and handsome, elegantly-proportioned bodies, and were guaranteed to provide the proud new owner with genuine 100mph motoring.

Aston Martin Ulster 'CMC 614' made its competition debut in nothing less than the most grueling endurance race of the 'tween-war years, the Italian Mille Miglia. First to compete in 'CMC 614' was that great British motor sportsman, Edward Ramsden 'Eddie' Hall, of Kirkburton near Huddersfield. He was heir to a successful Yorkshire textiles business which funded his motor racing and other sporting exploits. He lived at Kirkburton near Huddersfield, was burly, powerfully built and outgoing. He favoured races that demanded personal stamina, and is best remembered today for his multiple drives in the Tourist Trophy race at Ards in Ulster, in which he appeared every year it was run, from 1928-1936.

Partnered by friend and mechanic Marsden in the 1935 Mille Miglia, he fought for the class lead with 'CMC' now offered here before having to retire at Siena with the Aston Martin leaking oil. The problem was quickly corrected back at Feltham and the car prepared for the Le Mans 24-Hours, in which two other prominent British amateur drivers of the period, Maurice Falkner and Tommy Clarke, survived the full duration to finish eighth overall, second of the Aston Martin entries and part of the winning team of the Rudge Whitworth Cup.



3
'CMC 614' blasting round Pescara during
the 1935 Targa Abruzzo.





Eddie Hall then entered the car for the Targa Abruzzo 24-Hour race on the long Pescara road circuit in Italy. His co-driver was to be Count Giovanni 'Johnny' Lurani but when they met on the road outside Pescara, the outgoing, urbane Italian aristocrat was startled to find Eddie Hall most unhappy. His hotel had proved abysmal, he had not in any way received the welcome he had been expecting and without further ado he left for home, leaving the car and a team of Aston Martin works mechanics there to support them kicking their heels.

Lurani evidently then spent a fraught three days trying to contact 'Bert' Bertelli who was somewhere on an Italian holiday. Once contact had been made, Lurani sought permission to run 'CMC' in the Pescara race. Bertelli happily agreed terms, and Lurani shared its driving with Ermenegildo Strazza to finish quite handsomely, first in the 1.5 litre class, third on handicap and fifth on the road.

Eddie Hall never did step up to the plate and buy the car from the Aston Martin factory. He concentrated instead upon his Derby Bentley 'TT special', and in 1936 this Aston Martin went instead to its alternative first owner ex-works, one Ian Porter-Hargreaves.

He tried to enhance its 1½-litre engine's performance by fitting a Centric supercharger, but over the following three years the car in his hands did not achieve startling success. Although the Centric supercharger was removed from 'CMC' many years ago, the bonnet bulge to accommodate it remains in place.

Porter-Hargreaves retained the Aston Martin during the war years 1939-45, eventually selling it to a fellow enthusiast named McNab-Meredith. The supercharger was removed at some point during his tenure, and it was from him that Derrick Edwards bought the car in 1963.

He began a hectic competition career in the car which saw him racing, sprinting or hill-climbing almost every weekend, not only in the British Isles but also on Continental tours in Europe. In a *'Motor Sport'* magazine feature on the car in the June 2002 issue, Fred Blakelock is quoted: "He went out almost every weekend. At first he would drive to the events, but as the car became more highly modified he began to trailer it. The car even went round the world in a container. He sent it to Laguna Seca, got there with minutes to spare before qualifying, then couldn't get it to start. He repacked it in its container and it went on to complete the journey. His comment was 'I hope it enjoyed its trip...'. Indeed the cars fame became such that during Edwards ownership it was 'CMC' that was chosen by Matchbox to be the example of this famous model which they modeled for their Airfix 1/32 kit.

Over the many years through which he campaigned 'CMC', Derrick Edwards constantly modified it to save split seconds in competition. Like all his rivals he adopted small-diameter, wider-rim wheels, replaced its 25-gallon fuel tank with a sprint replacement good for ten laps round Silverstone. The engine – painstakingly rebuilt for Mr Edwards by Eckhart Berg - received a bunch-of-bananas exhaust system, the suspension was stiffened and dampers uprated, every surplus ounce of weight was saved.



4
Clarke/Falkner moving 'CMC'
into place Le Mans 1935.

5
Last minute pre race checks
for 'CMC' Le Mans 1935.

6
'CMC' on its way to eighth place
overall and second Aston Martin
home Le Mans 1935.

7
Derrick Edwards enjoying himself
during one of his many races in 'CMC'.



The Derrick Edwards Aston Martin Ulster became a familiar and famous Alfa and Invicta eater. Most importantly, Derrick Edwards carefully stored everything he had removed from the car during this development programme, and in Fred Blakemore's later stewardship they were all conscientiously refitted – returning 'CMC' (liveried in his favourite and familiar dark blue) closely to its original 1930s specification.

Despite its hectic competition programme 'CMC' proved incredibly reliable. Part of this longevity has been due to the engine being assembled with shell bearings instead of white metal and steel connecting rods instead of duralumin. The unit ran safely to 5,500rpm, and Derrick Edwards quoted its power output as being nearer to 120bhp than to Feltham's original 85. This would have been reduced to around a current 105bhp when the original cast exhaust manifold was refitted, but with benefit of constant improvement in cam design, valve-gear, valve springs and breathing. At some point, the original cylinder block and head have been replaced, this representing the only significant disruption to the fabric of this remarkable car during its long life.

The Ulster model is widely considered to have been the best handling of pre-war Aston Martins and many who have driven 'CMC' in recent years rate it amongst the best, of the best. In the middle of Derrick Edwards' ownership of this most respected pre-war Aston Martin, he founded his marque specialist business Morntane Engineering together with his partner Judy Hogg and Pink Floyd musician and competition car enthusiast Nick Mason (who briefly owned 'CMC'). Andy Bell, in whose specialist and painstaking hands 'CMC' has been prepared in recent years, worked at Morntane and took over the business in 1992.

More recently during the current ownership 'CMC' has been fastidiously prepared and maintained by leading pre War Aston Martin race preparer Alan Brooke (formerly of Ecurie Bertelli) and under the current ownership has wanted for nothing. Completing two Mille Miglia retrospectives and two Le Mans Classics entirely without problem, along with scores of club races, nobly upholding this car's matchless competition pedigree.

Professional writer-cum-racing driver Mark Hales drove the car at Aston Clinton hill-climb for a commemorative article in 2013 and described how, upon first acquaintance, Andy Bell had walked "...me round, pointing out the original body panels, a detail that seems extraordinary given the amount of racing the car has done, and the original piping round the cockpit edges that looks like a piece of garden hose but reveals a hint of the car's 1930s emerald green livery. The seats are original too and a huge improvement over many. A deep wrap-around bucket but, most important, whose sides extend upwards to support the torso. There aren't any belts, but you still feel located".

On the road, Mark Hales found the car "Simple, strong, reliable, low centre of gravity and benign handling – all the characteristics that made it successful in the 1930s have held good for the many years in between, and are still true today. That's why it gets raced as much as it does, and probably always will...".

There writes a dyed-in-the-wool racer, but 'CMC 614' as offered here is not only perhaps the best-known and most revered Aston Martin Ulster of them all, but it is offered here as a tremendously versatile all-rounder, a post-Vintage thoroughbred sports car which is at much at home on the race circuits of the world such as Le Mans Classic or on the public road, which would be ideal for long-distance touring or for any of the current Historic motoring world's greatest sprint, hill-climb, and rally-style events. As a genuine Works run 1935 Aston Martin Ulster, ex-Le Mans, ex-Mille Miglia and ex-Targa Abruzzo – plus its incredible, absolutely jam-packed history of postwar competition – this chance to acquire 'CMC 614' "...on the button and ready to go" is a very significant opportunity indeed. We recommend the closest consideration.

£1,400,000 - 1,600,000

€1,700,000 - 2,000,000



8
The current custodian of 'CMC' enjoying it at the Goodwood Revival 2012.



352

1983 LAMBORGHINI COUNTACH LP500S COUPÉ

Registration no. RYP 547Y

Chassis no. ZA9C0050LA12550



The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. The production version would not be seen for another two years, with deliveries commencing in 1974.

As used in the Miura, Lamborghini's four-cam V12 engine was retained for the Countach, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear. The result was a delightful gearchange and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved spaceframe chassis and the standard 4.0-litre - instead of the prototype's 5.0-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match.

The first upgrade appeared in 1978 as the 'LP400S', the major changes being confined to the chassis and suspension. A rear aerofoil became available, making the Countach look even more outrageous and, not surprisingly, was the choice of most customers. The Countach's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982.

Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads adopted for the Countach Quattrovalvole in 1985, the latter's 300km/h (186mph) top speed making it - at the time - the world's fastest car.

A rare, right-hand drive UK-delivered LP500S, only 25 of which were made, chassis number '12550' was tested by *Car* magazine while it was owned by racing driver, demolition contractor and Lamborghini aficionado, Barry Robinson, and carried the registration 'BR 33'. A copy of the article, which appeared in *Car*'s April 1984 edition, is on file. The Lamborghini's first owner, Robinson had had the engine blueprinted, its output being estimated by the factory at around 425bhp, some 50 horsepower more than standard. *Car* revealed that Robinson had recently set a series of British speed and endurance records with his Countach, lapping Vauxhall's Millbrook test track at 180mph for extended periods. The car was subsequently reregistered 'LAM 80P' and was acquired by the present registered keeper in March 2007.

Kept in storage for the last ten-plus years, the Countach is described by the vendor as generally sound and in good condition, though it would benefit from light cosmetic refurbishment. Freshly MoT'd and offered with V5 registration document, it represents an exciting opportunity to acquire one of these iconic Italian supercars.

£90,000 - 110,000
€110,000 - 140,000



353

1964 AC COBRA MARK II ROADSTER

Registration no. AOR 562B

Chassis no. CSX2423



Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Just 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1980.

Convinced that a market existed for an inexpensive sportscar combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight, small-block V8s. The 260ci (4.2-litre) prototype first ran in January 1962, with production commencing later that year.

Exclusively for the USA initially, Cobras - minus engines - were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 Cobras had been built with the 260cu in engine, the more powerful 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the major MkII up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427cu in (7.0-litre) V8 engine. Wider bodywork, extended wheelarch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look.





Chassis number 'CSX2423' is a left-hand drive example presented in concours condition having been the subject of a 'last nut and bolt' restoration some years ago. The car is well known to, and is recorded in, the Shelby American Registry and has won numerous awards in the USA where it spent much of its life. The 1997 Shelby American World Registry records that 'CSX2423' was originally finished in Vineyard Green with black interior and invoiced to Shelby American on 4th April 1964.

Shipped to Los Angeles and sold by Hughson Ford on 15th July 1965, it came with various class 'A' accessories, including WSW tyres, luggage rack, antifreeze, outside rear view mirror, radio and antenna. Although presumably sold in the Northern Carolina area, its early history is not known. The earliest recorded owner was William J Sline (Geneva, NY) who advertised it for sale in November 1972. Thereafter the car passed through a number of hands (all recorded) and was rebuilt more than once before being acquired by James Griffin, of Burlingham, CA in 1990.

Griffin wanted to re-restore 'CSX2423' but found local specialists had 3-4 year waiting lists, so the Cobra was sent to England where it was fully rebuilt by David Sanderson. Since completion it has taken 1st place at the Hillsborough Concours and 2nd at Palo Alto, and in 2006 took part in the very popular Tour Auto event. The history file contains details of the concours wins, Cobra brochure, instruction manual, various magazines, a photographic record of the restoration and pictures of the car on the 2006 Tour Auto.

The current vendor purchased the Cobra at Bonhams' Goodwood 'Festival of Speed' sale in June 2007 (Lot 393) since when it has been well stored and used only occasionally, one of its few outings being to the 'Pageant of Power' event at Cholmondeley Castle. Presented in quite superb, fully restored condition and running well, 'CSX2423' comes complete with hood, tonneau cover, current MoT and V5C registration document, and is ready to participate in any of the many prestigious historic events for which it is eligible.

£500,000 - 600,000
€620,000 - 740,000





354 N

1952 ALLARD K2 ROADSTER

Chassis no. K2 3126

Using a crashed Ford V8 coupe on to which he had grafted the body from a Grand Prix Bugatti, racing driver Sydney Allard constructed one of the most unlikely of all pre-war trials specials. Nevertheless, the Allard Special's lightweight construction and relatively powerful American V8 engine, although not the first such combination, demonstrated the formula's potential and provided the inspiration for future imitators, including Carroll Shelby who acknowledged Allard's influence on the Cobra.

After WW2, Allard progressed from special-builder to motor manufacturer, though the latter activity was really little more than a means of financing the company's competition programme. Allard's post-war cars combined the same virtues of light weight, independent front suspension and an abundance of American V8 power, which had been features of that first trials special of the mid-1930s. These favourable characteristics enabled Allard to establish a formidable competition record in the immediate post-war years. Despite its small size and limited resources, Allard's achievements were legion, Sydney himself finishing 3rd at Le Mans in a J2 sports-racer and winning the Monte Carlo Rally outright in a P-Type saloon.



Introduced in 1946, the competition-orientated J1 two-seater employed a 100" wheelbase chassis equipped with Allard's trademark independently suspended 'split' front axle and a De Dion rear end with inboard brakes. Like the vast majority of production Allards, the J1 used Ford/Mercury components, these being readily obtainable from Ford in the UK. The K1 tourer was broadly similar apart from its longer wheelbase. In 1950 the latter was superseded by the restyled K2, which together with its more streamlined, all-enveloping bodywork boasted a floor-mounted gear change, coil-sprung front suspension and a small luggage boot among the improvements. UK customers could choose between the usual Ford/Mercury engines while cars bound for the USA were usually fitted with either Cadillac or Chrysler power units.

Being top quality, hand-built British cars with American mechanicals, Allards were very usable and relatively inexpensive to run and maintain. With their powerful and torquey V8 engine, three-speed manual gearbox and high overall gearing, they were fast and exciting cars to drive. Allards were immensely popular in production sports car racing in North America, providing drivers such as Tom Cole, Zora Duntov, John Fitch and Carroll Shelby with numerous successes. Indeed, in 1953 Shelby won every race he entered with his Allard.

This example of one of the most desirable Allards is fitted with a Cadillac V8 engine displacing 331ci (5.4 litres), which is coupled to a La Salle three-speed manual transmission, and thus represents the K2 in its ultimate specification. This tuned engine incorporates a forged steel crankshaft and an Isky racing camshaft with hydraulic lifters, and breathes via a quartet of Stromberg twin-choke carburettors. The maximum power output is reputedly around 300bhp, more than enough to give many modern sports cars a severe fright.

The current, titled vendor purchased the Allard at the Pebble Beach auction in 1991 and took the Allard back to his vineyard in France (one of that country's undisputed finest) where it has been used for driving around the estate. At time of purchase the car had covered only 100 miles since a show-quality restoration by Pat Crowley, a past award winner and judge at Pebble Beach. Finished in grey metallic with red leather interior, this rare Allard sports car remains in excellent condition and is offered with a BCA Rapport d'Expertise (1998) and EU importation/customs document.

£80,000 - 120,000
€99,000 - 150,000

355 *

1939 LAGONDA V12 DROPHEAD COUPÉ

Chassis no. 14059

Engine no. 7541

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

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear.

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

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



The V12's announcement demonstrated that the revitalised company was very much back in business, an impression Lagonda's decision to enter the 1939 Le Mans 24-Hour Race can only have enhanced. The marque already possessed a creditable Le Mans record, a short-chassis 4½-Litre driven by John Hindmarsh and Luis Fontes having won the endurance classic outright in 1935. In October 1938 a Lagonda V12 saloon driven by Earl Howe had covered 101.5 miles at Brooklands in a single hour, despite having to stop to change a burst tyre, and this together with other high-speed tests, during which the car had shown complete reliability, indicated that it would be a highly suitable candidate for reviving British prestige at Le Mans.

Accordingly, it was decided to enter a two-car team in 1939 with the aim of securing valuable data, and then to mount a full-strength challenge the following year. In the race the two streamlined two-seater Lagondas fared better than expected, Messrs Brackenbury and Dobson finishing in third place with Lords Selsdon and Waleran fourth. Had a less conservative race strategy been employed, then either might have won. According to information kindly supplied by the Lagonda Club Archivist, Arnold Davey, factory-bodied chassis number '14059' was delivered in January 1939 through dealers Gaffikin Wilkinson of Hanover Square, London to an A F Lingard of Combend Manor, Elkstone, Cheltenham.

The car was finished in Cerric Grey with maroon trim and grey hood, and came equipped with Ace wheel discs, tonneau cover, gaiter springs to the rear, special hub nuts and a rear bumper, the latter being classed as an extra! It was next owned by one B Collins of Sidbury Hall, Bridgenoth, Shropshire. Laid up during WW2, the car did not emerge from hibernation until 1951 when it was serviced by marque specialists Davis Motors having covered only 31,000 miles.

The current vendor purchased the Lagonda at the Alexandra Palace auction in 1979, by which time it had been fitted with the engine out of '16037' a V12 saloon de ville. After a few years on museum display in Blackpool, the car was driven to the Lakeland Motor Museum at Holker Hall. Some time later an attempt to start it resulted in an engine failure and in 1996 the Lagonda was taken back to the owner's home in Norway. An engine rebuild was subsequently carried out in Oslo by a friend of the late vendor, an aircraft mechanic specialising in Hercules engines, who discovered that the cause of the failure had been a broken valve. Described as in generally good condition, the engine being very good, this rare Lagonda V12 drophead is offered with a history file containing many *Lagonda Club* magazines and newsletters, original *Autocar* road test reports, a Lagonda Club Illustrated Spares Catalogue and a Lagonda 12 Cylinder Instruction Book.

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

£180,000 - 240,000

€220,000 - 300,000



356

1965 DE TOMASO VALLELUNGA COMPETIZIONÉ MID-ENGINE COUPÉ

Chassis no. VLD 1611

Engine no. 8465061

Alejandro de Tomaso began racing in his native Argentina in 1951, before moving to Italy to drive for Maserati and Osca – the latter firm having been founded by the Maserati brothers after they had sold their original company. This experience prompted De Tomaso to found his own company in Modena, Italy, in 1959.

Initially, racing was the company's sole aim, the fledgling firm producing cars for Formula Junior, Formula 3, Formula 2 and ultimately Formula 1. The first De Tomaso road car – named the Vallelunga after the Roman motor racing circuit – did not appear until 1965. It was a pretty small-engined Coupe built in small numbers and it would contribute its ultimately well-proven short-wheelbase backbone chassis (extensively re-engineered) to the subsequent Mangusta model. This latter design's introduction finally established De Tomaso Automobili as a serious manufacturer.

The Vallelunga prototypes, meanwhile, had been styled and constructed by Carrozzeria Fissore, an alloy-bodied Spider and a pair of closed Coupes having been completed in 1963-64. The Vallelunga was assembled around a Chapman-esque backbone chassis frame and was powered by a 1.5-litre Ford Kent 4-cylinder engine which, unusually, performed double-duty as a stressed chassis member – a practice becoming accepted in competition car construction of the time but rare within road cars.

De Tomaso's long racing experience was also reflected in the design of the Vallelungas running gear, which comprised all-independent suspension by wishbones and coil springs, rack-and-pinion steering and four-wheel disc brakes.

Alejandro de Tomaso had hoped that a major motor manufacturer would buy into the programme and adopt the project as its own, but when no such approach was forthcoming he decided to go it alone.



The production Vallelunga featured striking glass-fibre Coupé bodywork – styled by the young Giorgetto Giugiaro – with more than a hint of Ferrari 250LM and Dino 206 combined. Compared with the Fissore-styled cars, there were numerous detail differences, the most obvious concerning access to the engine bay, which was via a glass hatch rather than the hinged clamshell-type rear body section of the prototypes.

Although just a humble pushrod power unit, the Ford Kent engine was both robust and immensely tunable, and when installed in the Vallelunga it was fitted with Weber carburettors. Power was transmitted via a Hewland transaxle. Approximately 50 production Vallelungas were made during 1965-66 before De Tomaso moved on to manufacture the Mangusta. Of the Vallelunga series, only two cars are believed to have been completed in right-hand drive configuration for delivery to the UK market. Colonel Ronnie Hoare, head of the Maranello Concessionaires company which imported Ferraris, had expressed an interest in the De Tomaso programme. Of the two known right-hand drive variants, chassis number '1601' was – we are advised – a road car, while the other – chassis '1611' offered here – is one of only three built by the factory to competition specification and fitted with the 1558cc Lotus-Ford twin-cam engine, Brevetti disc brakes and Colotti 5-speed gearbox.

What is believed to be this car was the subject of an article by Patrick McNally in the November 26th 1965 issue of *Autosport* in which he visited Hoare's garage to view the car (copy of article on file).

Col. Hoare opted against taking on the De Tomaso distributorship and it is believed that '1611' was sold on to the well-known racing driver and collector, Robs Lamplough. The Vallelunga later went into Australian ownership where it was owned by Fred Vogel and later Andrew Osmond who raced it occasionally. A communication dated January 27, 2014, is included in the De Tomaso's documentation file, coming from former works driver Franco Bernabei, explaining that the model was "...named after one of my good performance in the GP circuit Vallelunga in Rome. It was exhibited at the Modern Art Museum in New York" – and that "All the official races the De Tomaso Vallelunga entered were made with Ford engine 1600cc 4-cylinders".

Described by the vendor as in generally good condition with excellent engine, brakes and bodywork and with the fitting of electronic ignition being the only known deviation from original specification. The car's presentation here represents an exciting opportunity to acquire a unique Italian mid-'60s competition Coupé which is eligible for entry into a wide range of the most prestigious motoring events.

£120,000 - 160,000
€150,000 - 200,000



357

The ex-Gordon Sutherland, experimental one-off

1939-40 ASTON MARTIN ATOM

FACTORY PROTOTYPE CONCEPT CAR

Registration no. LMF 386

Chassis no. G40/900

Engine no. EN4/48/2



Here, Bonhams is delighted to offer the extraordinary, the unique, the ground-breaking Aston Martin Atom – compact, lightweight, sophisticated, a design before its time, a prophetic forerunner of all the high power-to-weight ratio, high-performance Coupe, or Berlinetta Grand Touring cars which became such a defining feature of the 1950s and '60s to follow. Here is an all-British concept car to be recalled and mentioned in the same breath with the much more celebrated and trend-setting Alfa Romeo 8C-2900 Berlinetta cars of the late 1930s, and the Savonuzzi Aerodinamica Coupes from Cisitalia in the late 1940s.

This avant-garde, and highly-original aerodynamic Coupe concept car has been both renowned and revered for decades by Aston Martin owners and by the inner circle of knowledgeable and confirmed classic car enthusiasts.

But while Aston Martin's unique Atom is less well-known to the public at large, this 1939-1940 one-off prototype from the legendary British marque is in fact a hugely significant and influential landmark within motoring history.

As the specialist British marque's frontier-technology test-bed, the 1939-40 Aston Martin Atom survives today, celebrating its 75th anniversary in fantastically well-restored, highly-original specification as one of the World's earliest fully running motor industry concept cars.

It featured in period:

- A fully-patented, lightweight yet rigid integrated body and tubular spaceframe chassis structure (years ahead of the multi-tubular spaceframe Mercedes-Benz 300SLs)
- Lightweight aluminium body paneling, which permitted speedy styling changes.
- Patented parallel-linkage coil-sprung independent front suspension
- The first UK use of the later almost universal Salisbury back axle
- Cotal electromagnetic semi-automatic gearbox – forerunner of the modern 'paddle-shift' system.
- Aerodynamic 'fastback' style Coupe coachwork
- Aeronautical-style 'hammock' seats

Come 1945 the Atom would also provide the first use of Aston Martin's newly patented 2-litre (DB1) engine. This had high lift exhaust valves later used on F1 Judd engines and, slightly modified, powered the 1948 Belgian Grand Prix winning Aston Martin.

While the General Motors Buick 'Y-Job' of 1938 is widely accepted as having been the very first pure 'concept car' (in the modern meaning of that term) ever constructed, the Aston Martin Atom emerged just a few fleeting months later.



The Atom was finished and UK road-registered only six weeks after the Dunkirk evacuation in 1940. Aston Martin's contemporary owner, enthusiast businessman Gordon Sutherland, had ordered the car to be designed and built by a dedicated engineering team led by Claude Hill. At that fraught time when park railings, pots and pans were being melted-down to aid the War effort, the Atom was amongst fewer than 750 private cars to be UK registered in the entire year.

Gordon Sutherland himself explained that, "The whole point of the Atom was to make the smallest, lightest, quietest enclosed saloon possible". It was intended to combine the performance, roadholding and handling of the finest contemporary sports car with quietness and the comfort of an aerodynamically efficient, saloon body, easily modified and economically produced. Within this latter discipline the Atom's concept was probably even further forward-looking than, even ten years ago, we would have appreciated....

In that pre-nuclear age Gordon Sutherland and his colleagues simply knew of the 'atom' as being the smallest, yet potentially most powerful, item conceivable – the essence of everything – and that is why the name was chosen as the perfect title for this technically advanced and futuristic Grand Touring car and registered with the SMMT (Society of Motor Manufacturers and Traders).

The Aston Martin design unit's ambitions had no British exemplar, but Gordon Sutherland would admit they considered the contemporary BMW 328 quite closely during their design period in 1939. Both the company owner and engineer Claude Hill appreciated that the entire era of 'vintage' motoring was over.

Future customers would expect more comfort in terms of ride and weather protection. To achieve such objectives with traditional manufacture meant hand-built heavy coachwork demanding huge and extravagantly fuel-thirsty engines to suit.

Major motor manufacturers were beginning to make unitary-body cars with independent suspensions – widely derided by true car enthusiasts as floppy, wallowy rust-buckets – but of obvious appeal to the mushrooming motoring market at large.

Although high-achievers within the motor sporting world, Aston Martin's vintage-era chassis were undoubtedly heavy and Claude Hill in particular considered them insufficiently rigid. For the Atom he created a lightweight, torsionally strong box-frame chassis welded-up from rectangular steel tubing and clothed in aerodynamically-sleek aluminium body paneling – a constructional method ideal for Aston Martin's low-volume high-quality practices.



Gordon Armstrong drew the Atom's patented suspension system, independent at the front by short trailing arms and coil springs while the live rear axle was suspended upon long, supple leafsprings. Hydraulic lever-arm dampers featured all round. Direct, high-g geared steering with only 2.25 turns lock-to-lock was tailored to the feel required from a high-performance car of true quality. The French Cotal electric-magnetic four-speed semi-automatic gearbox was 'the latest thing', and in early testing Sutherland's team timed the Atom at 98mph, running its original 1950cc long-stroke 4-cylinder engine on wartime 'Pool' petrol – stupendous performance for a small – notionally 'four-seat' (though in truth rather confined – 92-inch wheelbase) saloon of that era.

The Aston Martin Atom's wartime press reception was ecstatic. *'The Autocar'* described it as: "The future in the present...a complete breakaway from existing Aston Martins and the general run of British cars...The saloon body breaks with British car convention...see it as the comfortable, convenient sports car of the future..."

'Motor Sport' magazine enthused: "This is a machine which convinces you it is all the way a winner...", while *'The Motor'* was emphatic that "...in this car we can see the new order of motoring..."

This unique 90-100mph 2-plus-2 Coupe was used as much as possible by Mr and Mrs Gordon Sutherland for both personal and private transport, their children often travelling in its cosy rear seats. Indeed it took part in the exclusive Chessington 1941 and Cockfoster 1945 rallies organized by Rivers-Fletcher. However lack of publicly available fuel during wartime saw the Atom stored at his factory for up to three months at a time, but Gordon Sutherland knew its technology-proving value for a postwar resumption of Aston Martin production. He is said to have driven it personally for more than 100,000 test miles and immediately postwar the experience of driving the Atom persuaded industrialist David Brown to buy the company that had created it.

In 1944 the Atom was fitted with a Claude Hill-designed 1970cc pushrod engine breathing through twin SU carburetors, and Gordon Sutherland's notes confirm an intention to add an extra 6-inches wheelbase, to render the occasional rear seats properly habitable. He also projected a reduction in fuel tank size (from the original 17 gallons) to provide more luggage space, either a higher back-axle ratio or overdrive, minor front suspension refinement, a redesigned rattle free window mechanism and a lower roof and scuttle line.

Against a background of wartime shortage and privation, Mr Sutherland's list envisaged the time when materials might again become available. While the Atom influenced David Brown's decision to acquire the company, many of its innovations and lessons-learned would be built postwar into the David Brown-owned Aston Martin company's illustrious DB-series of Grand Touring cars.



Today the Aston Martin Atom, taxed, tested, with UK V5C registration document and FIVA passport, is ready to rally or exhibit, being well-restored/conserved with painstaking attention to retaining absolutely as much of its surviving originality as possible, it is believed to have completed some 250,000 miles running; including that during the ownership by W.O. Bentley's godson Bob Gathercole of Samurai racing and Pebble Beach fame. The car comes complete with an impressive archive of documents and photographs that chart its provenance, together with essential and valuable running spares.

This most significant cornerstone of Aston Martin marque history has changed hands only once over the past 49 years. The current owner, recognizing the once in a lifetime opportunity – acquired the Atom sight unseen – in 1986 from France where it had been in an ex Aston racing driver's collection and had been loaned from time to time to the Musée de l'Automobile, in Chatellerault, Vienne, and the exclusive Le Mans Motor Museum. This largely unsung little jewel – yet one so absolutely iconic amongst true cognoscenti – has long been conserved and maintained by one hyper-enthusiast owner.

Such is the importance of the Atom that it receives numerous invitations to events worldwide. Most recently it has received accolades by being voted Best Car of Show 2012 at the NEC International Classic Car Show and being chosen for the AML Centennial timeline at Kensington Palace in 2013. The new owner will have the opportunity of enjoying many more such occasions.

The Atom is, in short, one of Aston Martin's absolute landmark designs. It is certainly one of the most exciting one-off British cars that Bonhams has ever been asked to offer. It is unique, it is super sophisticated, and - when one considers it within the context of 1939-40 – its creation alone represents a monumental achievement.

That the Atom has survived in almost constant use, and is today so beautifully conserved in highly original order, is a great tribute to the enthusiasm and taste of the Aston Martin connoisseurs who have fostered it for so many years...

In short, if it were not for the Atom, David Brown might not have bought Aston Martin. What fate would then have befallen the company we do not know, but without David Brown, there would be no Aston Martin DB series cars - no DB3S, no DBR1, no James Bond DB5. We all owe so much to the mighty Atom.

This is a unique opportunity to buy into motoring history's most sophisticated stratum.

£600,000 - 1,000,000

€740,000 - 1,260,000

1
Atom at Chessington, 13 July 1941. This was the only rally of its kind held during the War years





THE 1953 SCUDERIA MILANO RUGGERI-SPELUZZI AIR-COOLED TRANSVERSE-8 2.5-LITRE FORMULA 1 PROJECT

Here Bonhams is delighted to offer for sale by auction one of the great 'might-have-been' projects from Formula 1 racing history. It comprises nothing less than a kind of Italian-manufactured forerunner of the rear-engined, transverse straight-8 engined Bugatti Type 251 prototype, conceived and 'almost' completed in Milan over the seven or eight-year period immediately preceding the Molsheim machine's one-off race appearance in the 1956 French Grand Prix at Reims-Gueux. The Ruggeri-Speluzzi would never reach so far, and its motor racing debut – in part perhaps dependent upon the result of this very Sale – has yet to be made...

The project's story began in 1947 with the enthusiastic Milanese brothers Arnaldo and Aialdo Ruggeri, of Busto Arsizio outside the city. Their Scuderia Milano racing team had been very active with Maserati cars – campaigned up to and including the Indianapolis 500-Miles of 1947. They then engaged the technical qualification and expertise of engineering Professor Mario Speluzzi of the Milan Politecnio institute, and technician Enrico Franchini to improve and perfect their ageing stable of Maserati vettura and Grand Prix cars. First fruit of this cooperation would be the Maserati-Milan highly-supercharged 4-cylinder 1.5-litre design of 1949-50, but into the early 1950s as support for the old 1.5-litre supercharged/4.5-litre unsupercharged Grand Prix Formula evaporated, major competition at Grand Prix level fell back upon unsupercharged 2-litre Formula 2 at World Championship level through 1952-53.

A replacement, entirely postwar Formula 1 had been proposed and accepted by the FIA governing body. It was to take effect on January 1 1954, would apply until 1957, and while it slashed the supercharged engine allowance to only 750cc, it offered unsupercharged engines a full 2500cc capacity. A first Ruggeri-Speluzzi engine is believed to have been completed and tested during 1953. Prof. Speluzzi equipped the prototype unit with Solex carburetors and there is evidence that it was test run for at least eight hours on one of his Milan Politecnico department's test-beds, delivering a reputed 310bhp at an ear-splitting 9,000rpm. A second engine – equipped in this case with eight dell'Orto motor-cycle carburetors, was then tested in the Scuderia Milano's workshops, again with very promising results.

Renowned American motoring historian Griffith Borgeson would later describe how the project's subsequent 1970s owner – Giovanni Litrico – told him of being visited by one of the elderly Ruggeri brothers, who upon seeing the remains cried "La mia macchina!", and burst into tears. He then explained how the initial Speluzzi straight-8 engine did not feature an integral spur-gear transaxle, while its successor was more compact and did include the transmission, such a distinctive feature of the later Gioachino Colombo-designed Bugatti 251. Indeed there are so many similarities between the two projects that knowledge of the former must surely have informed work upon the latter...

The transverse-mounted air-cooled straight-8 engine itself was effectively an all-aluminium unit with a quoted bore and stroke of 72mm x 76.5mm, displacing 2490cc.



Meanwhile, a chassis intended for the new Ruggeri-Speluzzi 'cross-engined' project had been designed primarily by Arialdo Ruggeri, featuring amongst other factors within-the-wheelbase pannier fuel tanks a la Vittorio Jano's magnificent 1954-55 Lancia D50 V8 and a sophisticated suspension system with driver-adjustable torsion-bar springing. He later recalled to Ing. Vittorio Fano, Secretary of the Associazione Italiana per la Storia dell'Automobile' for the Manovella magazine, that construction of the car had commenced in the Milano workshop in 1952, and that the prototype was ready to run early in 1954. He further claimed that Milano's sometime senior driver, Luigi 'Gigi' Villosi, tested the completed car at Monza Autodrome, reaching a top speed of 330km/h (200mph)...which is extremely unlikely, but typical of the wildly exaggerated contemporary claims made by all Italian manufacturers from Ferrari and Maserati down...

Sadly, however, the Ruggeri brothers proved completely unable to raise the financial backing necessary to continue racing development seriously into the new Formula. Catalan Spanish racing driver Juan Jover – a long-time friend of Arialdo Ruggeri's – offered some assistance which sponsored mock-up assembly of a third-generation power unit before all hope of completing the car to race-ready trim was finally abandoned, reputedly as late as 1955-56. Arialdo Ruggeri's financial problems had finally overwhelmed his resources, and reputedly he resolved them by emigrating to Argentina.

It appears that a body-panel set – designed to streamline only the car's nose while leaving its complex rear-mounted mechanical aggregate exposed to the airstream – was then scrapped, while numerous related components which might have been of use in alternative ways were "lent, liberated or sold" to other related team cars or elsewhere within the Italian racing community. Ultimately, around 1958, leading Italian motor sporting figure Count Giovanni 'Johnny' Lurani purchased the car together with all remaining parts – which possibly did not include the second engine.

He then retained the car in his famous home garage – decorated upon its interior walls by the autographs of his many illustrious racing-fraternity visitors – until the early 1970s when he and his classic car-dealing friend Corrado Cupellini offered it for sale. The entire collection of Ruggeri-Speluzzi components and related drawings was eventually acquired by Turin-based Sicilian Giovanni Litrico. He apparently made some attempt to complete the project, where Ruggeri had failed. But modern-era work got little further than an attempt to complete the transmission, while Signor Litrico subsequently displayed the third or mock-up engine in at least one Salone dell'Automobili exhibition in Turin's Valentino Park hall during the late 1980s or early 1990s.

Prof. Giovanni Speluzzi had been one of the automotive world's leading experts in supercharging technology and he was evidently a highly charismatic, much-admired and popular instructor at the Milan Politecnico, counting both 'Johnny' Lurani himself and Ing. Fano amongst students who had been both charmed and inspired by his work. Perhaps an inclination towards glamorous theory as much as practicality is revealed by Count Lurani's recollection of Speluzzi as having been "...a bit of a poet, as well as a clever engineer".

In recent years the entire project has been saved for future posterity by the current vendor, himself a highly-respected Italian car specialist of particular Maserati renown. It is offered here as viewed, accompanied by "a mountain of spares including a complete spare engine. The drawings for the chassis seem to have come out of the backdoor of Colombo's office whilst he was designing the Bugatti in Milan...and some of them even appear to have had the Bugatti name cut out of them..."

Plainly the full story of this intriguing Ruggeri-Speluzzi project and that of the Colombo-designed Bugatti 251 remains to be fully disentangled, but as a potentially staggeringly-exotic and glamorous Historic Grand Prix car project we absolutely commend this most remarkable piece of early-postwar Italiana – a fabulous beast, indeed.

£140,000 - 180,000
€170,000 - 220,000





359 N

Ferrari Classiche certified

1973 FERRARI DINO 246GTS

COACHWORK BY PININFARINA

Chassis no. 06176

Engine no. 10898



It was the need for a production-based engine for the new Formula 2 that led to the introduction of a 'junior' Ferrari, the Dino 206GT, at the Turin Motor Show in 1967. Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally.

A compact, aluminium-bodied coupe of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving through an in-unit five-speed transaxle. The motor's 180bhp was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

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

Testing the ultimate V6-engined Dino - the 246GT - in 1972, the authoritative American motoring magazine *Road & Track* enthused, 'it is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to.





The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high... ' Truly a driver's car par excellence.

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

A matching-numbers example, this left-hand drive 246GT Spyder was built to European specification and sold new via the Ferrari dealer Crepaldi in Milan, Italy. The car was delivered finished in Argento Metallizzato with black leather interior, and was equipped with standard Cromodora alloy wheels.

Nothing else is known of the Dino's history prior to 2012 when it was offered for sale in Belgium and later that same year participated in the Ferrari FF60 event at Spa- Francorchamps. Chassis number '06176' benefits from several very desirable upgrades including modern air conditioning, lead-free cylinder head conversion, stainless steel exhaust, twin rear-view mirrors, tool roll with jack, and a period Blaupunkt 'Madrid 23' radio/cassette.

Recently serviced (April 2014) and currently Belgian registered, the car comes with invoices from 2013 totalling €13,754, Massini Report and the all important Ferrari Classiche certification confirming matching numbers.

£245,000 - 275,000
€300,000 - 340,000





360

1966 FORD LOTUS CORTINA MK1 SPORTS SALOON

Registration no. SEU 432D
 Chassis no. BA74EK59827
 Engine no. LP4408LB-A



Ford's 1960s profile-raising competition programme included recruiting Lotus boss Colin Chapman to give the new Cortina a sporting makeover. Chapman's brief was to develop a Group 2 competition version; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1.6-litre engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The adoption of an alloy differential casing proved a mixed blessing, the lightweight component proving far less oil-tight than the original.

Reversion to Ford's standard leaf-sprung axle cured the problem. Lotus Cortinas dominated saloon racing's 2-litre class, often challenging for outright honours. Works cars were driven by Jim Clark, Graham Hill, Peter Arundell and Jackie Ickx, while Sir John Whitmore, driving an Alan Mann-entered Lotus Cortina, was European Touring Car Champion in 1965. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Soderstrom winning the Acropolis and RAC rallies in 1966.

This left-hand drive Lotus Cortina Mk1 was in the previous owner's possession for eight years and prior to that had covered only 500 miles over a 14-year period while in a private collection in the USA. It has covered only 36,878 miles to date. 'SEU 432D' is totally original even down to the carpets, seats, headlining and all body panels, and has won numerous concours awards at Lotus Cortina Club shows.

There are original Certificates of Title dating back to 1971 in the large history file, which also contains the original handbooks and paperwork relating to all work carried out, including details of an engine rebuild undertaken by Anderson Racing in 2005 upon its arrival back in the UK. The car also benefits from a new set of tyres and is MoT'd to November 2014. Finished in Ermine White with contrasting Sherwood Green stripe and black vinyl interior, this outstandingly original, award-winning Lotus Cortina is offered with dating certificate, current road fund licence and V5C registration document.

£55,000 - 65,000
€68,000 - 80,000



361

The ex-Volkswagen UK, Mark Lovell
1990 VOLKSWAGEN GOLF G60 RALLYE GROUP A
 Registration no. G888 NWB
 Chassis no. WVVZZZ1GZLB010567



Volkswagen UK Brand Promotion Manager Nigel Walker was in overall charge of the project to run an official G60 Rallye in the British Open Rally Championship, the car on offer being the sole entry. Former National Rally Champion Alistair Sutherland was in charge of the build and development. Engine preparation was entrusted to Power Engineering of Uxbridge and the car was run by a small team out of the workshop at Gilders of Sheffield (an authorised VW dealer). The Golf first appeared on the 1990 Plains National Rally driven by team boss Sutherland. The late, great Mark Lovell was enlisted as the No. 1 driver thereafter and his first event was the 1990 Welsh International.

Over the course of the season further development was carried out to bring the car closer to the full Group A specification with many parts coming direct from Volkswagen Motorsport in Hanover, Germany. Sutherland continued to be involved with the car's running and development under the Gilders banner and also drove it on two more rallies. Midway through the 1991 season Volkswagen UK decided to withdraw support from the rally programme and the car was left on display at Gilders for some years. Its best result was Lovell's 4th place on the Kerridge Severn Valley Stages rally in June 1991.

As shown on the V5, 'G888 NWB' was registered new in April 1990 to Gilders. Ownership changed in 2002 and car remained in the same tenure until it was acquired by the current keeper's family in early 2011.

The car as presented today retains its original bodyshell with Matter roll cage. It has the original Power Engineering engine, reputedly overhauled four years ago but there are no bills to substantiate this.

The car was serviced in 2013 with new belts and fluids and is now running on an Emerald ECU that has been professionally mapped on a rolling road earlier this year. It retains the extremely valuable factory six-speed dog-engagement gearbox with short-shift, and has suitably up-rated differentials, side-exit exhaust, paddle clutch and an adjustable pedal box. There are AP Racing four-pot brakes front and rear, Bilstein coil-overs all round and a Lifeline electric fire extinguisher to the interior along with Motordrive seats and Willans harnesses. It also has a works dashboard set up and lamp pod. While 'on the button', the car is not event prepared and a thorough inspection should be undertaken before serious use.

Fitted with a new set of road-legal tyres, 'G888 NWB' is freshly repainted and with period decals applied, and presents extremely well. Accompanied by a substantial history spread across four files including homologation papers, original RAC MSA logbook, period correspondence, technical data, newspaper cuttings, magazine articles and invoices, this formerly works-backed VW Golf should be a welcome addition to the many high-profile events for which it is eligible.
£25,000 - 35,000
€31,000 - 43,000

**The ex-Duchess Auto/Lotus East USA,
Jerry Crawford, Simon Hadfield
1964 LOTUS 30 MK 1 TWO SEATER SPORTS RACER**

Chassis no. 30/L/15

In the early 1960s, combining a British chassis with an American V8 engine proved to be a very successful method of creating a competitive sports-racer. This trend had begun a few years earlier with the Chevrolet-engined Listers, while the likes of Cooper and Lola quickly followed suit.

Lotus had notable success with a V8-engined Lotus 19 in 1962 and 1963. This two-seater racer used a traditional and very effective tubular space-frame chassis, but for his new Group 7 car Colin Chapman decided to use a backbone chassis similar to the newly launched Elan roadster. It consisted of a central box-type construction, supplemented in two narrower sections at either end to support the suspension, engine and gearbox. Chapman, at the 1964 London Racing Car Show, unveiled the Lotus 30, one of the most striking and daring of all the many racing car designs that he would produce.

Like all Lotus racing cars that preceded it, the 30 benefitted from well considered aerodynamics. Within the very low body, all the mechanicals were attached to a backbone chassis, which was prominently visible within the cockpit.

Suspension was by double wishbones all round with the rear lower wishbones reversed. Immediately behind the driver, the chassis separated into two spars, which supported the engine. The powerplant of choice was Ford's 289ci (4.7-litre) V8 that was fitted to the Lotus 30 sporting around 350bhp, which was transmitted to the wheels via a sturdy ZF five-speed transaxle.

With its slippery body, 350bhp and a kerb weight of less than 700kg (1,540lb), the Lotus 30 looked to set to become a dazzling success.

The first car was sent to Ian Walker together with Team Lotus's No. 1 driver, Jim Clark, who managed to finish in 2nd place on its debut. Subject to some teething issues, Chapman continued development and by the end of the 1964 season the works Lotus 30 had undergone considerable development, and in the important Los Angeles Times Grand Prix at Riverside, California, Clark finished in a storming 3rd place overall.



For the 1965 season Chapman launched the 'Mk2' series, which featured a stronger chassis, front/rear spoilers, and bigger and wider wheels, while some cars were fitted with Tecalemit-Jackson fuel injection. With the 30's now having been developed, Clark still to score three wins against the stiff opposition of such rivals as the Lola T70's. In the space of two years, it is believed that circa 30 Lotus 30s were constructed.

Lotus 30 Mk1, chassis number '30/L/15', was sold new in 1964 through U.S. East Coast Lotus Agent Duchess Auto. Based in Millerton, New York, Duchess Auto had been sole distributor of Lotus cars in the Eastern States since 1960, the driving forces behind the company were Newton B. Davis and Peter Pulver both successful competitive drivers in their own rights, the concern would become commonly known as 'Lotus East'.

One of three Lotus 30s to come to the States that year, its first owner was Jerome 'Jerry' Crawford, who is listed as being of Bow, New Hampshire, when he entered his first race with the car, partnered by Shelby Walker at the Daytona 2000kms on 28th February 1965. Crawford early success in the 30 came driving solo at Corry Field, Pensacola in the USRRC on 11th April that year, with a 12th overall and 5th in class. Less than a month later at the Philadelphia Regional races in Vineland, New Jersey, a podium finish in 3rd was achieved.

This started a string of more promising results, a win at the SCCA Thompson Raceway being sandwiched between two second placings at BryarMotorsportPark and Marlborough. Concluding the season, at the American Road Race of Champions again back at Daytona where he had started his year, a respectable 4th overall and 2nd in Class rounded out the year.

Early in the car's life it was converted to Weber carburetors and uprated to Series 2 specifications by Shagarian Racing, and it is understood that midway through the season, presumably in an unlisted race, after an accident the car was rebuilt and reengineered to have a removable tail as well as spoilers.

At the end of the 1965 season, Crawford sold the '30' to a Canadian buyer, its later race history not being known until it was discovered in the 1990s by renowned historic racer and preparer Simon Hadfield. He restored the car on behalf of Gilberto Sandretto, preparing it to the 'nth' degree, condition. This chassis propelled Sandretto to victory on the Cento Ore in Italy and Hadfield himself to numerous victories to include the Macau Grand Prix as well as a number of notable Goodwood revival results in the Whitsun Trophy races. Latterly, albeit several years ago, Howard Redhouse has raced the car with great success, winning in Porto and podium results in Dijon and Tour Britannia.

Having at all times been run by Simon Hadfield, it is in excellent condition with FIA HTP papers applied for with all the necessary inspections having already taken place. 30/L/15 and represents an eminently usable historic racing mount eligible for many of the most prestigious historic races, the most appealing of course being the Goodwood Revival meeting.

£150,000 - 180,000
€190,000 - 220,000



363

Left-hand drive

1958 AC ACE ROADSTER

Registration no. 360 KPL

Chassis no. AEX416

Engine no. CL 2347 WT



'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.

AC Ace Registrar Tim Isles has kindly confirmed that this left-hand drive Ace left the factory on 20th February 1958 and was originally finished in red with black upholstery interior and matching carpets. The car was exported to the USA's East Coast, finding its first owner in Maryland, and retains matching chassis and engine numbers.

The current vendor purchased the Ace at Bonhams' Goodwood Revival sale in September 2011 (Lot 264) at which time it was said to have been discovered recently in Philadelphia by a previous owner. Believed acquired in Ohio in 1972, the car had been in storage for some 35 years. The Ace was treated to a complete mechanical 'going-over' in 2010, which is documented by accompanying receipts totalling in excess of \$37,000. Works carried out include overhauling the engine and brakes, fitting a new exhaust system, and replacing the tyres.

Since acquisition by the current vendor, the Ace has benefited from further extensive restoration and is described as in generally excellent condition. Works carried out include a bare-metal re-spray by Roxwell Racing and painstaking stem-to-stern detailing by Tower Garage, Marlow, whose detailed invoice for £8,022 is on file together with a bill from another specialist for £3,275. A design classic in its earliest and purest form, this beautiful AC Ace is offered with sundry restoration invoices, current road fund licence and V5C registration document.

£135,000 - 165,000
€160,000 - 200,000



364

*The ex-Michael Head CBE, 22nd Coupé built
and the property of Quentin Willson*

**1961 JAGUAR E-TYPE SERIES 1
'FLAT FLOOR' 3.8-LITRE COUPÉ**

Registration no. 150 ABL

Chassis no. 860022

Engine no. R2449-9



Completed on 30th October 1961 during the first few weeks of production, this vehicle is one of the earliest surviving right-hand drive Jaguar E-Type coupés (the chassis number sequence commenced at '860001'). '150 ABL', chassis number '860022', is the 22nd right-hand drive coupé to leave Brown's Lane and one of the famed early batch of home-market E-Types – no doubt assembled with extra care - allocated to prominent racing drivers and teams. Norman Dewis, Jaguar's legendary chief tester, has a diary note (in the history file) that he personally tested '860022' at MIRA on the orders of Jaguar's racing team boss, F R W 'Lofty' England, prior to delivery to customer M W Head.

Brigadier Michael Head, CBE was a privateer Jaguar racer who successfully campaigned an alloy-bodied XK120, C-Type, D-Type and Cooper-Jaguar throughout the late 1940s and the 1950s. He competed in 100 races between 1949 and 1957, coming 1st in 26 of them, 2nd in 18 and in 1955 came 5th in the Swedish Grand Prix behind Moss and Fangio. His son, Patrick Head, of co-founder and former Technical Director of the Williams Formula 1 team remembers '150 ABL' well, and in a letter in the history file says that his father's strong motor sport relationship with Jaguar enabled him to buy one of these desirable very early cars. Brigadier Head was also Director of the War Office's Fighting Vehicles establishment and a founder member of the Jaguar Drivers' Club, whose Michael Head Trophy Race is named in his honour.

One of the finest and most original early E-Type coupés in existence, '860022' retains its 1961 registration number and chassis plate, and has matching engine, gearbox and flywheel numbers.

Interestingly the original registration (150 ABL Berkshire County Council) is one digit previous to a works MGA - 151 ABL - that competed in the 1962 Monte Carlo Rally. Bracknell Motors in Berkshire, the Jaguar dealer who originally delivered this E-Type to Michael Head, campaigned racing MKII Jaguars and had period motor sport connections. The ABL suffix was used on several other competition cars notably 737 ABL on Pat Moss's famous Mini Cooper.

All details, numbers and colours exactly match those listed on the Jaguar Heritage Certificate. The car has many early features including in-set bonnet louvres, glassfibre glove box, flat sump, Dunlop brake servo, flat-top dash, Cheney hose clamps, Bakelite brake and clutch reservoir tops, Butlers number plate lights, 1st edition handbook and a Shelly bottle jack. A Jaguar Drivers' Club concours winner, '860022' was fully restored by respected marque specialist Martin Robey over a nine-year period (2003-2012). Only some 1,000 miles have been covered since its completion and the car is presented in superlative condition. The only notified deviations from factory specification are electronic ignition, a high-torque starter motor and alternator electrics.

The car is accompanied by three large ring binders of history containing service bills and ownership details dating back to the 1970s, an old-style logbook and V5 registration document plus a full photographic record of the comprehensive body, mechanical and interior restoration. There is over £100,000 worth of invoices for work done over the last ten years together with photographs and letters from previous owners plus magazine features and records of television appearances. A complete early toolkit and Jaguar owner's wallet containing the correct 1961 books and literature are present also. An instant starter, totally reliable and in truly concours condition, '150 ABL' is currently MoT'd/taxed and needs no work whatsoever.

£150,000 - 180,000
€190,000 - 220,000





365

The Earls Court Motor Show
1960 BRISTOL 406 ZAGATO SPORTS SALOON

Registration no. 120 NPK

Chassis no. 406-1-5299

Engine no. 110-5098S



'The Bristol Zagato Grand Touring model is designed to cater for those who desire an even faster car than the standard type 406 saloon. The Bristol Zagato is lighter and smaller with a tuned version of the 406 Bristol engine. The lightweight two-door coachwork has been built to the requirements of Anthony Crook Motors Limited by Zagato of Milan, Italy, who have been famous coachbuilders for half a century mainly in the field of high performance cars. The emphasis has been placed on providing extra speed without impairing reliability or flexibility and whilst still retaining reasonable rear seat accommodation - a feature normally lacking in Grand Touring saloons.' – Anthony Crook Motors.

Last of the six-cylinder Bristols, the 406 was made between 1958 and 1961 only, though the basic steel-framed alloy-panelled superstructure was carried over to its V8-engined 407 successor. Bristol's BMW-based engine was extensively revised and enlarged to 2.2 litres for the 406. As a result, power went up to 130bhp and flexibility increased, while other improvements included servo-assisted Dunlop disc brakes on all four wheels and self-cancelling overdrive as standard.

Bristol had commissioned *Carrozzeria Zagato* to build a limited series of lightweight four-seater cars on the 406 chassis in October 1959, six of which, plus a solitary two-seater, had been completed by the time production ceased. Weighing 2,436lbs, the Zagato was a whopping 574lbs lighter than the stock 406 as well as 11" shorter and 5" lower, with commensurate gains in both acceleration and top speed.

One of five four-seater Bristol 406 Zagatos known to survive, chassis number '5299', registered 'NPK 120', was displayed at the 1960 Earls Court Motor Show and sold new by Anthony Crook Motors to Richard Robinson in May 1961. Mr Robinson was an active member of the Bristol Owners' Club and his 406 Zagato was a regular sight at Club events. He kept the Bristol until 1991 and then sold it to Jonas Liden of Sweden. After some ten years of ownership, Mr Liden commissioned a major restoration, which was undertaken by Jaye Engineering of Ravenstone, Olney, Buckinghamshire over the period 2002 to 2005 (see bills totalling £138,910 on file). Its first owner had fitted Minilite alloy wheels in the 1960s and these were replaced during the rebuild with correct original items. The current owner purchased the car in January 2010 from Bristol Motors, Kensington, who were selling it on Mr Liden's behalf, and since his acquisition has had seat belts and door mirrors fitted.

Finished in silver-grey with cream leather interior, '120 NPK' is described as in generally excellent condition and at time of writing is taxed and MoT'd. Offered with sundry restoration and earlier invoices, old-style logbook, original instruction manual and copies of related articles, this beautiful Zagato-bodied 406 represents an exciting opportunity to acquire one of the rarest of Bristol motor cars, boasting continuous history from new.

£120,000 - 150,000
€150,000 - 190,000

In current ownership for 39 years**1953 JAGUAR XK120 DROPHEAD COUPÉ**

Registration no. to be advised

Chassis no. 667082

Engine no. KE 8560-8

'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 294 were right-hand drive dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood, all of which had been first appeared on the fixed head coupé in 1951.

This XK120 drophead coupé was purchased by the current owner in December 1975. Nothing is known of its prior history. Works carried out since acquisition include rewiring the electrics forward of the bulkhead in the late 1970s and a 'body off' restoration undertaken circa 2000/2001. The latter involved removing and repairing all body panels; minor patching to the chassis; a compete interior re-trim in red Bridge of Weir leather; and a new hood. In 2013 the car was treated to a new clutch, all new brake hydraulics, an engine flush and new core plugs. Rear wheel spats, air horns, copper brake pipes, two 12-volt batteries and negative earth electrics are the only notified deviations from factory specification. Currently taxed, the car is offered with a V5 registration document and a photographic record of the restoration.

£60,000 - 80,000

€74,000 - 99,000



367 N

**The Scuderia del Portello Alfa Romeo
1965 ALFA ROMEO GIULIA SPRINT GTA
COMPETITION SALOON**

Chassis no. AR 613018

Engine no. AR00502-A17082

1 and 2

613018 at the Historic Targa Florio, 1988



This historically important Alfa Romeo Giulia Sprint GTA comes with Italian issued FIA Historic Technical Passport (Class CT 8, Period: F) and a substantial quantity of in-period and subsequent historic racing history. The accompanying information sheet (issued 1988) from the Centro Documentazione Alfa Romeo confirms the build date as 4th June 1965 and the date of sale to the first owner as 15th June that same year. The first owner is listed as Scagliola Michelino of Turin.

No time was wasted and the car was entered in its first race on 20th June 1965 at the Garesio - Colle San Bernardo, where it finished 2nd in class in the over-1,300cc GT category, driven by Angelo Corio. He drove the car in a further four races in 1965 and the following year entered '613018' in no fewer than 11 events. Among the noteworthy results are 1st in class finishes in the Castel'Arquato - Vernasca hill climb, the Garesio - San Bernardo and the Course de Cote du St Cesaire. The car continued to be campaigned successfully every year until 1971 and even in that year was still competitive enough to finish 2nd in class twice.

In 1988 the Alfa was acquired by the well known official Alfa Romeo Club for historic racing, 'Scuderia del Portello' and embarked on an equally successful second career, commencing with a participation in that year's Historic Targa Florio, while in 1989 Marco Cajani drove the GTA to a very respectable 3rd in class (up to 1,600 cc) in The Oldtimer Grand Prix at the Nürburgring. In 1991 the car was again raced successfully in the FIA European Challenge for Historic Touring Cars by Paolo de Cristoforo and Gino Pozzo, finishing 2nd overall at Le Beausset and Zandvoort, 3rd overall at Vallelunga, 5th at Silverstone, 7th at the Nurburgring and 21st at Zolder.

After an accident in 1994, the GTA was professionally restored by the Scuderia del Portello and was once again ready for historic racing events, including the Coppa Intereuropa di Monza, the Oldtimer Grand Prix at the Nurburgring and the 100 Ore di Modena. At the Goodwood Revival Meeting in 2005, it was driven by the president of the Scuderia del Portello, Marco Cajani and Italian racing legend, Arturo Merzario, finishing 1st in class. Merzario drove this car successfully three more times: in the Coppa Intereuropa at Monza in 2010, 2011 and 2012. A complete list of this very competitive GTA's race results is on file.

'613018' is mentioned in the 'Allegerita' book by Adriaensens, Dasse and Uebelher as well as featuring in an article in the 13th October 1988 issue of 'Auto Oggi' (copy on file) and the book 'Scuderia del Portello 1982 - 2012'. This GTA is offered with the aforementioned current and past FIA HTP papers and Alfa Romeo Centro Documentazione information sheet as well as its entry for the 'Catalogo Storico Alfa Romeo da Competizione' where this car was the third admitted.

Described as in excellent condition throughout with an engine rebuilt by Baggioli, this very rare GTA not only comes from one of the best collections of historic Alfa Romeos but also boasts notable successes in both in-period and historic racing.

£175,000 - 200,000

€220,000 - 250,000



368 N

One owner, 84,299 kms from new
1973 FERRARI 365GTB/4 'DAYTONA' BERLINETTA
COACHWORK BY PININFARINA

Chassis no. 17607

Engine no. 2088



'It's a hard muscled thoroughbred, the Daytona - easily the most awesome and yet disciplined road-going Ferrari in that firm's brilliant quarter century of existence. The Daytona isn't fast - it's blinding. It will eat up a quarter-mile of asphalt in 13.2 seconds at 110mph and scream out to 175mph - or it will slug through traffic at 1,500rpm with the Sunday manners of a FIAT. It is the perfect extension of its driver. You can cut and weave through shuffling traffic with the agility of a halfback, or lope down the freeway with the piece of mind that comes from knowing you can contend with anyone's incompetence. To say, after you've driven it, that the Daytona is desirable doesn't begin to sum up your feelings - you would sell your soul for it.' - *Car & Driver*, January 1970.

Every Ferrari is, to a greater or lesser extent, a 'landmark' car, but few of Maranello's road models have captured the imagination of Ferrari-ists like the 365GTB/4; the 'Daytona' name was unofficial, bestowed by the press in honour of Ferrari's crushing victory at that circuit's 24-Hour Race in 1967. Responding to the challenge from Lamborghini, Ferrari had introduced its first road-car V12 engine with four overhead camshafts on the preceding 275GTB/4 and this superior type of valve gear was retained for the Daytona.

The latter's engine though, was considerably enlarged, displacing 4.4 as opposed to 3.3 litres, in part to compensate for the Daytona's increased weight but more importantly to guarantee Miura-beating performance; its 352bhp and 318lb/ft of torque ensuring that these targets were met. Dry-sump lubrication enabled the engine to be installed low in the multi-tubular chassis, which featured all-independent wishbone and coil-spring suspension first seen in the 275GTB, while a five-speed rear transaxle enabled 50/50 front/rear weight distribution to be achieved.

One of Pininfarina's countless masterpieces, the influential shark-nosed body style combined muscularity and elegance in equal measure. An unusual feature of early Daytonas was a full-width transparent Plexiglas panel covering the headlamps, replaced by electrically operated pop-up lights towards the end of 1970. At the time of its introduction in 1968 the Daytona was the most expensive production Ferrari ever and, with a top speed in excess of 170mph was also the world's fastest production car. Deliveries commenced in the second half of 1969 and the Daytona would be manufactured for just four years; not until the arrival of the 456GT in 1992 would Ferrari build anything like it again.





Today, some 40 years after the last Daytona left the factory at Maranello, most have passed through the hands of several owners. This car however, which has covered only 84,299 kilometres (approximately 52,300 miles) from new, is one of the very few that is still with its original owner. Completed to European specification on 12th December 1973, chassis number '17607' is a very late example, being the fifth from last produced. It was, and still is, finished in the unusual colour scheme of black (Nero) with red (Rosso) leather interior, playfully reversing the exterior/interior combination applied to so many Daytonas. Air conditioning was fitted at the factory.

The Daytona was delivered in Switzerland via the official Ferrari importer SAVAF (Société Anonyme pour la Vente des Automobiles Ferrari) and sold to the current vendor early in 1974. Around 1976 the owner decided that for once he wasn't going to send his Ferrari to the official importer Auto Becker in Düsseldorf but entrusted a major service to his local Mercedes garage which dealt with his company cars.

This would turn out to be a fatal error as following a wrong adjustment in the timing chains the engine suffered severe damage and the car would subsequently receive a replacement unit. A few years later and obviously still in the same ownership, the gearbox too was replaced. In 2010 the car was sent to the Ferrari/Ferrari Classiche accredited firm of Eberlein Automobile GmbH in Kassel, Germany for extensive refurbishment, which is detailed in their 8-page invoice on file for €44,329.

It has been used little since and remains in commensurately excellent condition. Offered with the aforementioned invoice, Massini Report, an article in the German Ferrari owner's magazine and German registration papers, '17607' represents a wonderful opportunity to acquire one of the fast-diminishing stock of one-owner Daytonas, little used since recommissioning by a factory-accredited specialist.

£240,000 - 320,000

€290,000 - 390,000



369

1969 PORSCHE 911T 2.0-LITRE COUPÉ

Registration no. NNB 69G

Chassis no. 119122343

Engine no. 6191691



'The 911 is the best Porsche ever – all the vices of the old suspension have been eliminated, and the modern offbeat styling should have a much broader appeal than the old bathtub shape. The overhead-cam, air-cooled flat 6-cylinder engine, the 5-speed all-synchromatic transmission, and the 4-wheel disc brakes are irresistible to anybody who ever felt a flicker of desire for any Porsche in the past.' – *Car & Driver*.

Porsche's long-running and much loved 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. The first of countless upgrades to the perennial 911 came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. In 1967 the 911T (Touring) was introduced as a new base model, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre unit along with the rest of the range in 1969, by which time the 911's wheelbase had been extended by 57mm to tame the sometimes wayward handling.

Such was the 911's success that within a few years Porsche was selling cars faster than it could build them, a state of affairs that led to a substantial proportion being manufactured by coachbuilder Karmann at its Osnabrück factory. Sold new in the USA, this left-hand drive 911T is a 'B-programme' car built on the longer wheelbase and has the desirable five-speed manual gearbox. It retains matching numbers and is finished in its original colour scheme, as confirmed by the accompanying Porsche certificate of authenticity.

'NNB 69G' benefits from a no-expense-spared 'bare shell' restoration undertaken between 2011 and 2014 by Lee Peacock (formerly with Autoclassica), the renowned Porsche 356 and 911 bodywork restorer. We are advised that everything has been either renewed or refurbished. Noteworthy features include new brakes, fuel tank, suspension bushes, headlining, carpet set, Dansk 'OE' specification polished stainless steel heat exchangers and silencers, and seats re-covered using 'OE' corduroy.

The body has been refinished in correct in Blood Orange using '68 Line' Glasurit paint and the chassis treated with Wurth underseal, while the engine and carburetors were checked over and overhauled where necessary. Refurbished and anodised, the wheels (x5) are 14" Fuchs alloys shod with Vredestein Sprint Classic tyres, replacing the original steel wheels.

The only other notified deviation from factory specification is a MoMo Prototipo steering wheel. Described as in generally excellent condition, this freshly restored Porsche 911T is offered with sundry restoration invoices, current MoT/tax and V5 registration document.

£58,000 - 68,000

€72,000 - 84,000



370 *

C.1967 ASTON MARTIN DB6 MKI SALOON

Chassis no. DB6/4015/R

Engine no. 400/4084



'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.' – *The Motor* on the Aston Martin DB6, 26th November 1966.

Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to the last of the 'real' Aston Martins. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965. Recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested.

'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time there was optional power-assisted steering.

Its accompanying copy guarantee form shows that this DB6 was fitted from new with the following non-standard equipment: Borg-Warner automatic transmission, power-assisted steering, chromed wheels, 3-spoke hubcaps, heated rear screen, power-operated aerial and front seat belts. Unusually, there is no mention of either colour scheme or first owner. Sold strictly as viewed.

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

£140,000 - 170,000

€170,000 - 210,000



371

The ex-George Daniels
1931 BENTLEY 4½-LITRE
SUPERCHARGED TOURER

Registration no. MN 3740

Chassis no. XT3635

Engine no. XT3633

1

George Daniels in 'XT3635' during the
Manx Racing Car Club's Sloc Hill climb



W O Bentley proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-head architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre. Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car.

Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit. The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.



The 4½-Litre was produced for four years, all but nine of the 665 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

The 4½-Litre offered here - chassis number 'XT3635' - was manufactured in February 1931 and is the third from last of its type produced. It was originally bodied by Gurney Nutting as a saloon and was first registered 'KF 3740'. The first owner was one G D A Clover.

In his autobiography '*All in Good Time: Reflections of a Watchmaker*', master horologist and dyed-in-the-wool motoring enthusiast the late George Daniels recalled the circumstances of his purchase of 'XT3635' in 1960. 'The body, very fashionable in 1930 was so heavy as to ruin the performance, roadholding and brakes. Its interest to me lay in the chassis, engine and gearbox which being of late manufacture (1930) were stronger and more suitable for competitive events. It was used as a closed car in the winters of 1960 and 1961 and then, because the body was rotting away, I dismantled it and began rebuilding.'

2 and 3
George Daniels competing in 'XT3635' at Silverstone, note George has yet to upgrade the car to Supercharged specification







As George's aim was to recreate the appearance of the short-chassis Le Mans team car 'UU 5872', known as 'Birkin Blower No.2', the restoration involved shortening the chassis and having a Vanden Plas replica body constructed. In addition, the engine was tuned for greater power. The modified Bentley was used extensively for races, rallies and hill climbs, as well as trips to Paris and the watch-making areas of Switzerland.

After 30 years of trouble-free use, it was dismantled once again in 1994 for repainting and further upgrades. George again: 'Because the body had been rebuilt in 1962 as a replica short chassis Birkin Le Mans car I decided to complete the replica with supercharger and appropriate alterations to the chassis mudguards and fuel tank. The work was completed with the correct form of dashboard and instruments all made for authenticity of appearance.'

George also replaced the original C-type gearbox with the more desirable D-type competition 'box. The car remains in this form today with the beneficial addition of the larger Birkin-style carburettors.

Renowned Vintage Bentley specialists Neil Davies Racing have serviced and maintained the car for the current owner since his acquisition circa 2003 and can confirm that it is in excellent mechanical condition, benefiting from annual overhauls and a supercharger rebuild.

The current owner has participated in numerous rallies, driving the Bentley in Turkey, Italy and North America, during which the car has been highly competitive and always reliable. Offered with current MoT/tax and Isle of Man registration document, 'XT3635' represents an exciting opportunity to acquire an accurate replica of one of the most celebrated of Bentley competition cars.

£750,000 - 850,000
€930,000 - 1,000,000

4
George and 'XT3635' were a familiar sight at BDC and VSCC events



372

The property of Ron Moody

**1961 BENTLEY CONTINENTAL DROPHEAD COUPÉ
COACHWORK BY PARK WARD LTD**

Registration no. 301 HYT

Chassis no. BC6CZ

Engine no. C6BC



Ron Moody as Fagin in the 1967 film musical 'Oliver!'

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. '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. The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique,' enthused *Autosport*. 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 car. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition.

This S2 Continental is offered for sale by actor and Bentley Drivers' Club member Ron Moody, who is best known for his Academy Award-nominated performance as Fagin in the 1967 film musical '*Oliver!*' Although he did not win the Oscar, Ron nevertheless received several international 'best actor' awards including the Hollywood Golden Globe, Variety Club Film Award, Premier San Jurgue and Moscow Golden Bear.

Ron Moody has enjoyed an extraordinarily varied and successful stage, screen and television career on both sides of the Atlantic. Now aged 90, he is a member of the American Academy of Motion Picture Arts and Sciences and in 1984 won the World Theatre Award for the most outstanding Broadway debut, for yet another production of '*Oliver!*' He has also written and composed five musicals and is the author of three novels.

The car offered here, 'BC6CZ', is an early example of Park Ward's influential 'straight through wing' body style. It was ordered by a Mr Giulio Trapani of Maidenhead, Berkshire and by mid-1966 was in the hands of its fifth owner. Ron Moody purchased the Bentley via H R Owen in March 1968 (bill of sale on file). The Continental was looked after by Rolls-Royce during its early life with Ron and then by Hadley Green Garage. After an accident in the late 1970s the car was extensively restored (estimates and bills on file) and in more recent times has been maintained by T&H Motors of Barnet, Hertfordshire.

In the last 20 years '301 HYT' has covered only 2,300 miles, as evidenced by numerous MoT certificates dating back to 1972. It is expected to pose a fresh MoT by the time of Sale. Accompanying history consists of the aforementioned bills, copy chassis cards, numerous expired tax discs and V5 registration document, and the car also comes with its original handbook and Convertible supplement.

£90,000 - 120,000
€110,000 - 150,000



373 *

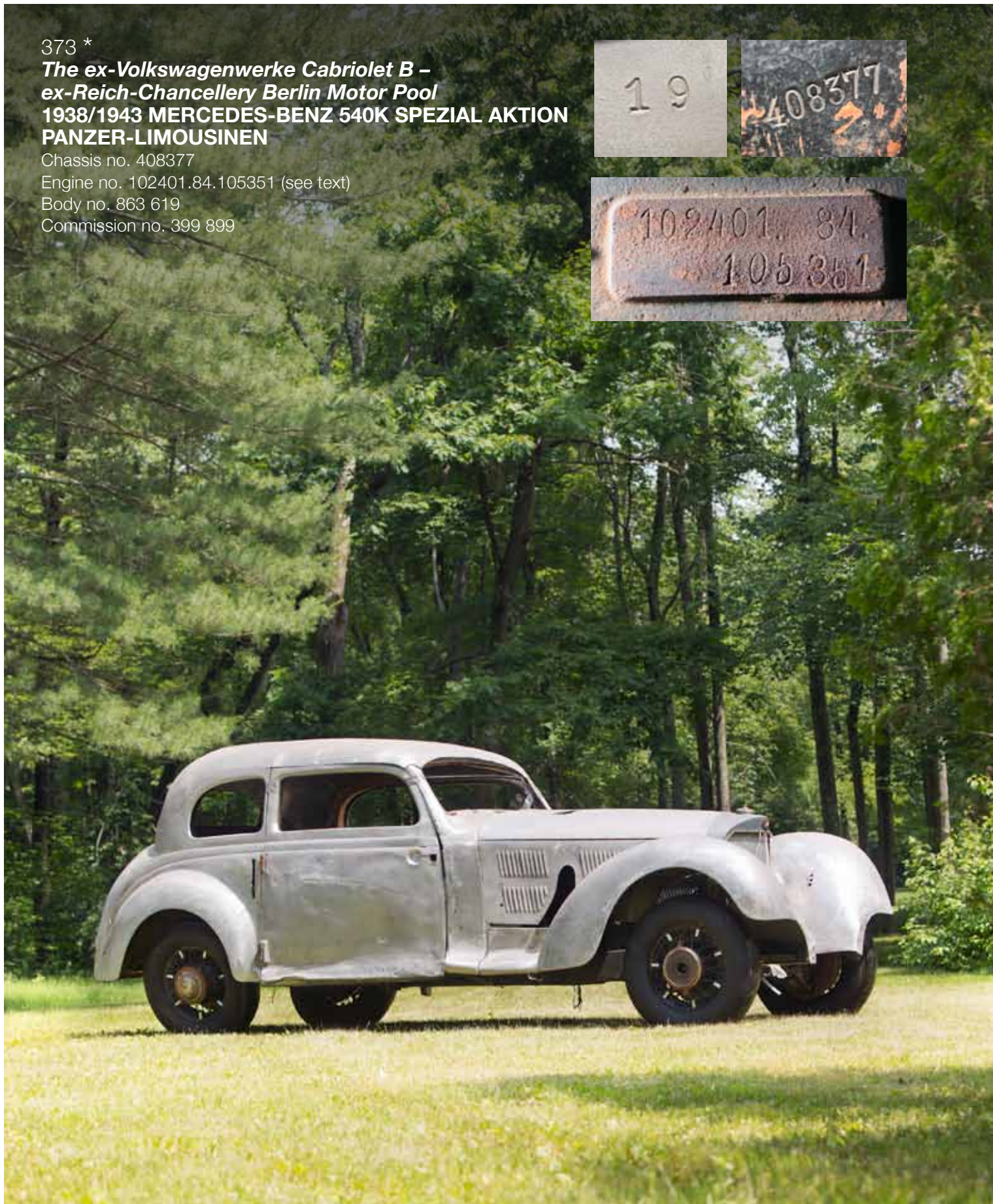
**The ex-Volkswagenwerke Cabriolet B –
ex-Reich-Chancellery Berlin Motor Pool
1938/1943 MERCEDES-BENZ 540K SPEZIAL AKTION
PANZER-LIMOUSINEN**

Chassis no. 408377

Engine no. 102401.84.105351 (see text)

Body no. 863 619

Commission no. 399 899



Here we offer one of the most extraordinary 1930s-origin Mercedes-Benz high-performance quality cars that we have ever been commissioned to present. It began life in 1938 as one of the renowned German company's most exotic and highest-quality models – a 540K with Sindelfingen Cabriolet B coachwork bought new as prestige VIP transport for the original *Volkswagenwerke* 'VW Beetle' programme. It was then, in 1942-43, requisitioned as one of only twenty such 540Ks requisitioned for the Third Reich's emergency Aktion P VIP armoured saloon car programme – under which it was issued not to any one high-ranking individual personality, but instead to the *Reichskanzellerie* Berlin Motor Pool for use by all. After surviving the war – today as one of only three known *Aktion P*s to have done so – it went on to have an extremely positive effect upon at least one young life, and in part its extraordinary story reads like the basis of a Hollywood movie script. The car is offered here in its surviving extensively dismantled and unrestored – yet largely complete – state, bearing the patina and evidence of more than a half century of 'barn-find' storage.

Until 1942 the progress of the Second World War in Europe had been in favour of Hitler's Third Reich. Thereafter the flow reversed in favour of the Allied democracies as the combined forces of Great Britain, the United States and the USSR began to wield their combined capability in terms of men, manufacturing capacity, money and will.

The Mercedes-Benz 540K *Aktion P* programme was triggered by the assassination – on May 27, 1942 – of SS-*Obergruppenfuhrer* Reinhard Heydrich, fatally injured by an attacker's hand grenade while riding as passenger in an open staff car upon the streets of Prague. Hitler was both devastated by the loss of a man he regarded as an increasingly important, plainly like-minded executive officer, and enraged by the careless manner in which he had made himself so vulnerable to partisan attack, by riding in a conspicuous car which was not only wide open, but also unescorted.

According to the contemporary report of the *Fuhrer's* Secretary, Martin Bormann, Hitler immediately ordered that a new fleet of high-performance armoured vehicles should be provided to protect "...the most important political personalities". This was the foundation of what swung into action as the *Aktion P* programme, the 'P' initial standing for '*Panzer*' – armour.

Bormann pushed through *Aktion P*, ordering Daimler-Benz – which, of course, had become a major military vehicle and engine manufacturer supplying the NSDAP German Government – to build ten of its 770 W 150 model four-passenger armoured saloons, eleven more 770 W 150 seven/eight-passenger convertible saloons and two four/five passenger saloons. All were to be protected with armour plate and armoured window glass.



In the summer of 1942, when *Aktion P* was first promulgated, Daimler-Benz was unable to provide the twenty 540K rolling chassis or complete (which in effect meant requisitioned) cars ready for conversion. The company instead had only two suitable rolling chassis available. It was at this point that the Army was ordered to intervene by requisitioning 18 more pre-existing 540Ks for conversion into the required form, to wear newly-designed closed bodywork incorporating full armour protection. This group of suitably powerful and commodious cars was gathered together and consigned to the Daimler-Benz company repair section within the Stuttgart-Unterturkheim factory complex, where the original coachbuilt bodies were removed, the discarded bodies and associated componentry all being returned to the main motor pool in Bad Canstatt, just outside Stuttgart.

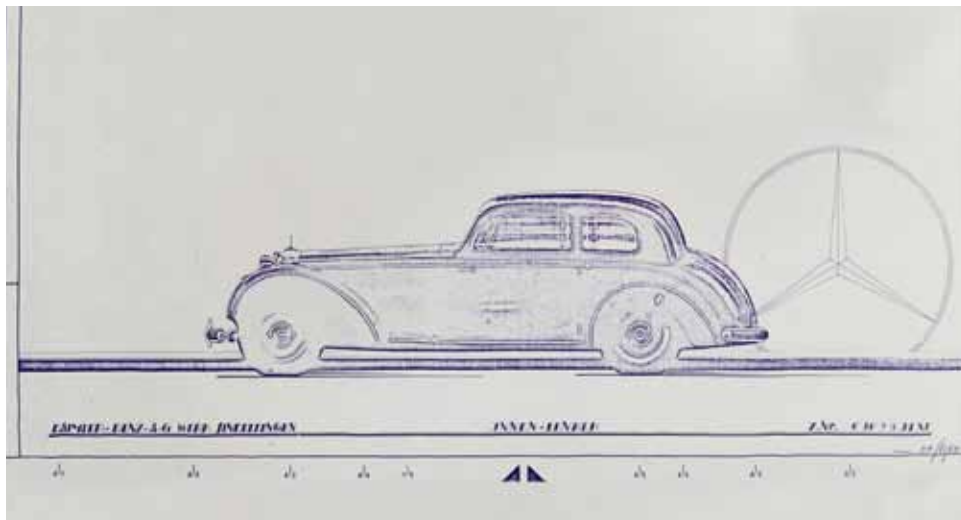
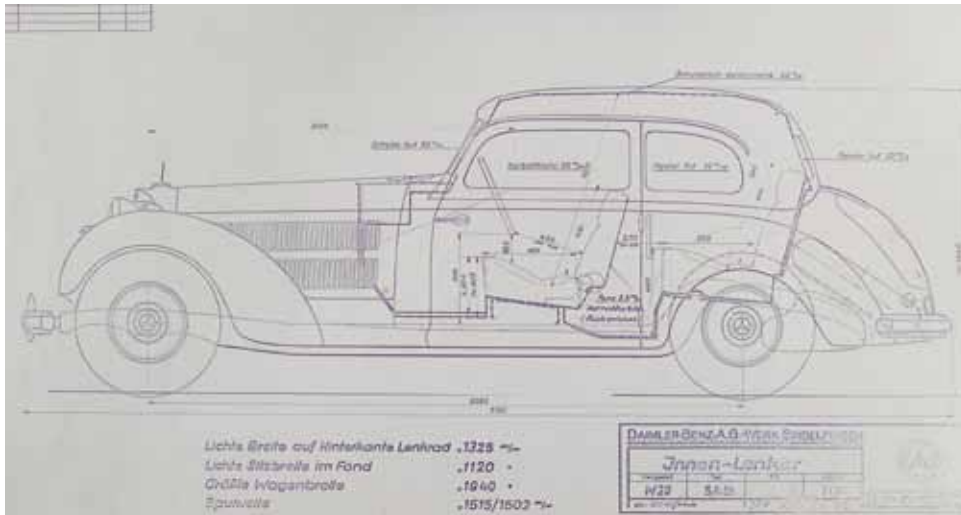
Meanwhile, in the Daimler-Benz *Karosseriewerk* body plant at Sindelfingen, the required batch of twenty hastily-designed armoured bodies were being fabricated ready for installation upon the assigned rolling chassis. They had in turn been carefully inspected and, where necessary, mechanically overhauled before being prepared to accept the redesigned – and inevitably heavy – new closed body units.

These were skinned in an external aluminium shell, sheathing 2.3mm thick steel 'armour' plating. The outer aluminium shell had been specified to minimize overall weight, compensating for the massive increase in underlying steel armour. However, some authorities also consider that the aluminium outer skin was specified not only to save weight but also to protect against attack by magnetic 'sticky bombs' or anti-armour mines. The cars' running boards were also suppressed by curved-outward door skirts to prevent an attacking assassin gaining a foothold upon them.

A Daimler-Benz design drawing dated July 20, 1942, reveals concern for additional protection which was provided by double-thickness steel plating being applied to the floor, firewall bulkhead and the back of the right-rear seat in which a VIP passenger was most likely to be accommodated. Car '377' offered here in fact features has full rear armour across its entire width and sides, not just the right side. Perhaps this was a later development as it is body No19 of the 20 sister *Aktion P*s built? Its lower door sections also have the 2.3mm armour plate incorporated as part of the window-winding assembly. Including the overall outer bodyshell and under-floor sheathing this effectively tripled protection against any attack – including by mine.

Furthermore, armoured windows and screens were adopted, comprising no fewer than five laminations of bullet-proof security glass, totaling 30mm in thickness and 35mm for the windscreen itself. A record survives which cites the *Aktion P* armoured Mercedes-Benz (presumably a 540K) provided to propaganda Minister Josef Goebbels as featuring 8mm armour protection, an advance from the 'standard' double-thickness of 'only' 4.6mm. Perhaps he was only a small target but considered himself valuable.

The re-assembled closed cars were then returned to the Unterturkheim plant where they were given what was effectively a pre-delivery inspection. A technical board checked the work before the cars were signed-off and loaded onto rail cars for delivery to the capital, Berlin, for distribution to each individual vehicle's Government-assigned end users.



As early as September, 1942, the German Army had live-fire tested (with bullets, not explosive projectiles) a 540K Aktion P pilot-built prototype at Boblingen, just southwest of Stuttgart. Detailing the programme in 'Automobile Quarterly' – Volume 28 No 1 – model authority Ludwig Kosche related how "...no documents have been found pertaining to this particular Mercedes, which seems to have been built in addition to the 20 ordered at the behest of Hitler. The photographs taken on this occasion suggest that only small arms were tested against the armour plating. Since all of the 20 armoured 540Ks were released and shipped, it would follow that the armoured design was deemed to provide sufficient protection to ensure...safety..."

These *Aktion P* Mercedes-Benz 540K variants received no engine modification. It is believed that some were delivered with the standard 4-speed gearbox, while at least one – '377' offered here - had a special 5-speed gearbox to improve its performance. This gearbox is missing, but speedometer markings indicate delivery with the 5-speed installed. This may again have been a change made for the late production cars? The increase in unladen weight was from around 5,700 (standard coachwork) to 6,500lbs (armoured *Aktion P*-specification). The twenty armoured 540Ks released for VIP protection included '377' as the 19th built. Body numbers ran from '863601' to '863620' and this example's body is serial '863619'. It has '19' written on many parts as well as the upholstery, proving it was the 19th of the 20 built. They were distributed as follows:

- 1 – Chassis/Engine serial 408 427 – Dr J. Goebbels, Propaganda Minister
- 2 – Chassis/Engine serial 408 400 – Dr H. Frank – Poland
- 3 – Chassis/Engine serial 408 428 – A. Rosenberg, Reich Minister
- 4 – Chassis/Engine serial 408 405 – Reich Chancellery Motor Pool, Berlin
- 5 – Chassis/Engine serial 408 382 – J. Terboven – Norway
- 6 – Chassis/Engine serial 189 423 – H. Bache, Reich Food Minister
- 7 – Chassis/Engine serial 189 412 – A.K. Greiser – Western Poland
- 8 – Chassis/Engine serial 408 417 – K.H.Frank – Czechoslovakia
- 9 – Chassis/Engine serial 408 390 – H. Himmler, Reichsführer, SS
- 10 – Chassis/Engine serial 408 367 – ditto
- 11 – Chassis/Engine serial 408 372 – E. Koch – Ukraine
- 12 – Chassis/Engine serial 408 418 – Motor Pool Pullach/Munich
- 13 – Chassis/Engine serial 408 359 – A. Speer, Reich Armaments Minister
- 14 – Chassis/Engine serial 408 378 – O.Abetz, Ambassador, Paris
- 15 – Chassis/Engine serial 408 362 – A.Lohr, C-in-C Army Group E. Greece
- 16 – Chassis/Engine serial 408 398 – Dr E. Kaltenbrunner
- 17 – Chassis/Engine serial 408 387 – Dr A. Seyss-Inquart – Holland
- 18 – Chassis/Engine serial 408 366 – Motor Pool Pullach/Munich
- 19 – Chassis/Engine serial 408 377 - Reich Chancellery Motor Pool, Berlin
- 20 – Chassis/Engine serial 408 373 – Motor Pool Pullach/Munich

Of all these cars only three are known to have survived – one in the National Technical Museum in Prague, the second in a private Californian Collection while this example is the third. In its original guise as a 540K Cabriolet B - initial 1938 order number '285059' - it was delivered that year (extraordinarily) to the *Volkswagenwerke* headquarters in Berlin-Grünewald.



The Volkswagen ('People's car') or *Kdf-Wagen* was an affordable vehicle for the German working man, part of the energetic 'motorisation' programme widely promoted within the New Germany since 1933. What was known by the initials *KdF*, indicating *Kraft durch Freude* ("Strength Through Joy"), was an immense state-controlled leisure organization, part of the *Deutsche Arbeitsfront*, which was the national German labour organization at that time. It had been set-up to promote the advantages of NSDAP National Socialism to the people.

The foundation stone for the new motor town developed to build 'The People's Car' was laid on May 26, 1938, as the *Stadt des KdF-Wagens bei Fallersleben*, a planned town centred around the village of Fallersleben, built to house workers of the new Volkswagen factories. At the time *KdF-Stadt* had become the absolute focus of German automotive industry attention as it was home to the newly-instituted 'People's Car' factory. Adolf Hitler, himself, presided over the stone-laying ceremony, with some 70,000 spectators looking on. The final three VW prototypes were displayed, and the first VW convertible was shown to the *Führer*. The first date on '377's original Commission sheet is May 24/25, 1938 – immediately before this prestigious ceremony. It appears therefore that the *KdF* project's three top executives (Prof Dr Ferdinand Porsche, Jakob Werlin and Bodo Laffrentz) ordered the car immediately before Hitler's public blessing of what became the *Volkswagenwerke*.

This car was delivered new in its original Cabriolet B 540K configuration to the *Volkswagenwerke* HQ at Berlin-Grünwald, Tauberstrasse 4, on June 3, 1939. One month later, on July 7, 1939, Hitler was given a riding tour inside the new factory halls in 'an open bodied Mercedes-Benz' - possibly the newly-delivered car embodying chassis '377' now offered here.

After conversion it is evident that '377' was issued not to any individual amongst the Third Reich *prominenten* – avoiding in some measure the potential stigma or vilification of such association with what is widely regarded today as historic criminality. Documents show the newly re-bodied *Aktion P* '408377' was registered on January 28, 1943, and delivered to the 'Adjutantur d. Führers, Berlin' next day. The *Reichskanzlerie* Berlin Motor Pool cars would of course have been deployed on many disparate assignments, to carry in protected manner any luminary of significant stature.

Perhaps inevitably, the progress of the Second World War from 1942-45 resulted in the collapse of the Third Reich and Germany's unconditional surrender, with the Berlin Motor Pool site and any surviving vehicles absorbed by occupying Soviet forces. According to the testimony of Hitler's chauffeur, Erich Kempke, in the early morning hours of April 24, 1945, Russian shelling destroyed some 60 vehicles within the Motor Pool. Somehow, perhaps it was absent in use at that moment, '377' survived.

To further Soviet automotive research and development – and to feed an understandable appetite for trophy-taking – many hundreds, perhaps thousands, of high-quality and interesting German motor vehicles were carried off by the Russians, to technical institutes, factories, research centres, Ministries and Party factions within the USSR and its newly-conquered satellite nations. A photograph does survive showing this armoured 540K with a Russian Army registration plate. Its left-side headlamp lens is clearly cracked. When the car now offered here was first acquired by its subsequent Estonian owner, its left-side headlamp lens displayed the self-same crack. That same distinctive damage survives to this day..

Some 47 years later, in 1992, an inquisitive westerner visiting the Baltic state of Estonia fell into conversation with some locals about interesting old cars. He was told of one which had been stored for many years, in dismantled condition, on a nearby farm. This *Aktion P* Mercedes-Benz 540K '377' is that car.



At one point during its long life in the Baltics the car was ear-marked for conversion into a tractor substitute. Its original engine was at another stage exchanged with that of a half-sister 500K surviving in Tallinn, whose engine had failed. That special one-off roadster survives today in the US and '377' currently carries original engine No '102.84.105351' from it. To make '377' mobile short-term, a Volvo engine was installed while the damaged sister 540K power unit joined the aggregation of parts stored in the barns.

The full story of its 1990s rediscovery and extraction from Estonia was related in great detail, if with rather confusing use of intentionally misleading information, in the October 1996 issue of the leading American magazine 'Car & Driver'. In essence the car's present vendor, a leading figure in that considerable drama, summarises the story as follows:

"The old Soviet Union had been dissolved by the end of 1991, and the Baltic States of Latvia, Lithuania and Estonia had become independent. It was then that we made five trips to Russia, primarily St Petersburg and Moscow, looking for any interesting pieces to acquire. We finally heard of this car in Estonia, and eventually we were taken to see it by a couple of local guys who knew of its existence. We were taken way out into a rural region where we wound up outside a couple of stone barns.

"There was nobody around, only a dog barking a warning. Our guides told us it was OK to look and the first barn was just full of scrap metal junk, cycle frames, all sorts, and we didn't find any car there. I finally climbed over a stack of debris about five feet high and finally saw the top of an old car body. That was the 540K's.

"I managed to burrow down and I was actually the first to sit inside it, probably for many years. I could see the armour plate exposed inside. We found the chassis frame leaning against a barn wall and found the serial number on it.

"Eventually the owner came and we told him we were interested in buying – but he explained he had no desire to sell it because he had 'no real use for money'. He was content with the way he lived, and what good would mere money do him? A few weeks later we returned on a second visit, and a relationship started to develop with him. We found he had a young daughter who was learning to speak English at her local school. I then suggested that while he wasn't interested in selling his interesting car for money, might funding his daughter's further education at an international school in the United States be more attractive?

"We spent a week discussing various propositions, and this one began to appeal to him as a way of improving his only daughter's life prospects. I had a cell phone with me, one of those early ones the size of a housebrick, and managed to get a call through to a lady friend at home who began researching American language schools for us. She checked out the visa requirements and all the logistics and was able to confirm it would be possible.

"I rigged that cell-phone to a printer out in the open on the farmland grass and unbelievably got an application form faxed to us right there. We filled it in with father and daughter, and before that week was out the American school had confirmed she had a place. We talked over the arrangement until 3 or 4 in the morning, her parents believed there was little future for their daughter at home compared to what she could achieve after an American education – and so, in return for our acquiring all the parts of the dismantled 540K, agreement was reached which did not involve any direct payment to the farmer.



4

1
In Estonia with the previous owner Hendrek Kukk, this image was taken in the 1970's, Kukk owned the car from 1972 until selling it to the current owner in 1992.

2
This image was likely taken during the 1970s. The original photograph is in the history file on the car.

3
This image was likely taken in the 1950s and shows the car in relatively good condition. It is interesting to note that the left-hand head lamp displays a cracked lens, exactly as it appears today. The original photograph is in the history file.

4
An Aktion P photographed outside the Mercedes-Benz factory, prior to delivery.

15/02/535
Daimler-Benz Aktiengesellschaft
Zentrale Stuttgart-Untertürkheim
Stuttgart-Untertürkheim, 15. Februar 1943

Rechnung

Werk 18
Untertürkheim
Daimler-Benz Aktiengesellschaft
Postfach 10, 7000 Stuttgart

Uhrzeit: 14.7.43
Auftrag: 054 640 J
Uhrzeit: 032 497
Abt. Reparatur

Aktion P

| Stück | Bezeichnung | Einheit | Preis | Werk |
|---|-----------------------------------|---------|------------------|------|
| an 4.2.43 als Wehrmacht-Frachtgut | | | | |
| an die AdJ. i. Führers, Berlin W 9, | | | | |
| Hermann Göringstraße, AdB. Behnhoff | | | | |
| Betrifft 5,4 L Wagen Mercedes-Benz-Panzer | | | | |
| Wagen Nr. 408 377, Kzr. 865 419 | | | | |
| Fahrgestell nach neuesten Stand der | | | | |
| Erfahrungen neuwertig instandgesetzt, | | | | |
| einschl. konstruktiver Änderungs- | | | | |
| arbeiten | | | | |
| Bearbeitungskosten einschl. | | | | |
| Material und Ersatzteile | | | 9 000,50 | |
| 1 | Panzer-Linieninn-Karosserie in | | | |
| | Sonderausführung einschl. Montage | | 17 225,-- | |
| Rechnungssumme | | | 26 415,50 | |

Anlagen: 2 Zeichg. Durchschlags

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"After getting the daughter accepted for school in the US, we cancelled our morning flight from Tallinn and immediately began the several-day process of collecting and packing the parts that the owner for the past 17 years had fastidiously dismantled and dispersed among six different barns. He had been well aware that some factions of the Russian mafia had learned of the valuable piece being stored somewhere in Estonia and dismantling and dispersal seemed to be the best way to protect the car from theft and/or total destruction at the hands of others.

"We chartered two planes to come from Helsinki, Finland, and on a foggy night we pulled together a convoy of vehicles, loaded them with all the 540K's bits, and set off for the airport. We regarded everybody as a potential threat. We believed the police were probably corrupt. Most of the parts were loaded onto an open 18-wheel flat-bed trailer truck, most of the parts in boxes, the body hidden under a tarp. Our other two vehicles were a British postal van, and a Fiat 500... Then in the foggy night we had breakdowns on the way. Finally we arrived within sight of the airfield, which was a real one-horse affair with just one lightbulb showing. We sent a scout ahead while we parked nearby. He came back to say it was OK, so we drove through the gate. It was pitch black as well as foggy when a searchlight came on directly overhead and we absolutely froze. But the light just went out. So we crept forward for another minute or so until a building loomed up out of the gloom and our aircraft were standing there – a Twin Otter and a Guppy freighter.

"Just as we stopped about a dozen guys appeared. We thought we were toast. The aircraft had come ahead of schedule with only a six-hour permit window. They had only an hour left so we had to load up immediately, and these guys had actually offered to help. We had all the Customs papers stamped, but our fear had been interference from the much-discussed mafia. The freighter was way over-loaded. We'd just 'guess-timated' the weight and with all that armour plate I'm sure we got it wrong. It was one huge relief just to get airborne, but an even bigger one when we finally touched down, un-intercepted, in Helsinki, Finland.

"We then transferred all the parts into a Finnair Boeing 747 Combi, which was quite a performance on its own, and after two hours' sleep watched the car body being loaded into the Combi's side door. And then we were off, across the Atlantic, and home into JFK, New York. We shipped the bits on to Connecticut, where they have all been stored for the twenty-on-and-a-half years since – and that's it...".

The Estonian owner's daughter took her place in the exclusive American boarding school that Autumn. Her parents visited to see her there. She did well and graduated successfully in 1995 – this Mercedes-Benz *Aktion P*, conceived amidst infamy, had provided first-rate education and a brighter future.

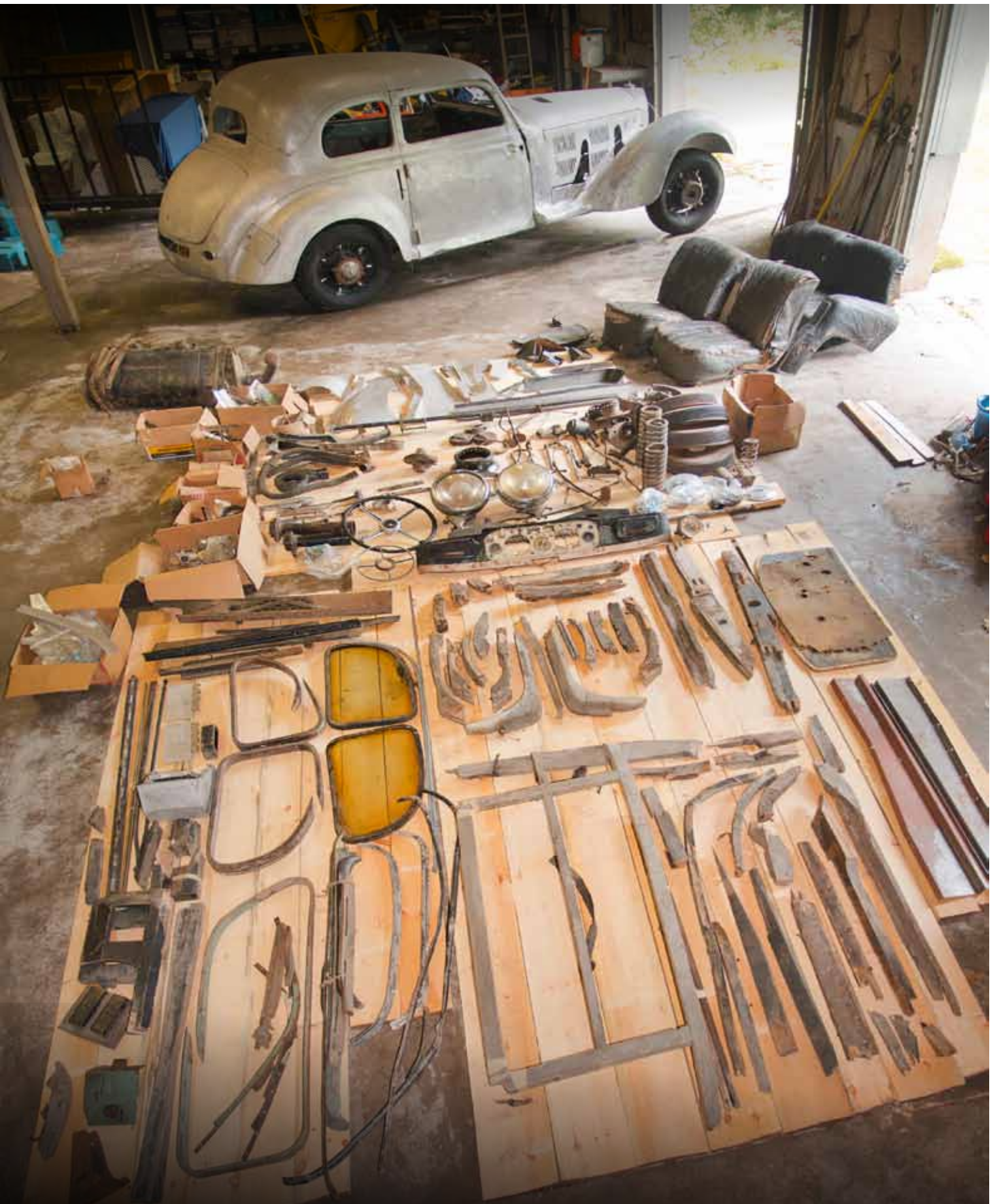
Today this is an immensely rare Mercedes-Benz, and one with an extraordinary story. It offers a new owner the potential of restoration to its original 540K Cabriolet B configuration, with its 1942-43 *Aktion P* armoured bodywork otherwise restored or displayed – or total preservation or restoration as existing, as only the world's third (or third known, surviving, *Aktion P* 540K. Like its vendor, we are in wonderment at the car's survival. Born first into glory with Volkswagenwerke AG's associated birth, ripped apart for wartime armour-plating; somehow miraculously saved from destruction under the Red Army's bombardment of the *Reichskanzellerei* Motor Pool; survived postwar use by Soviet generals; threatened yet again in Estonia yet thankfully, ingeniously, saved for posterity.

Above all, here is a wartime period example of the much-coveted and renowned Mercedes-Benz 540K model, preserved as a variant of period historic significance, and one – above all – whose long history includes a very positive and happy accompaniment. We recommend the closest consideration.

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

£400,000 - 700,000
€490,000 - 860,000





374

1967 ISO GRIFO 5.4-LITRE COUPÉ COACHWORK BY CARROZZERIA BERTONE

Registration no. SPK 3F
Chassis no. GL730138D
Engine no. 823-F 1215P

'The Grifo's steel body was styled by Bertone at its most curvaceous, while the chassis featured proper De Dion rear suspension with inboard discs. Most of the 412 Grifos built had the small-Block Chevrolet engine, good for a genuine 163mph.' – *Classic Cars*.

Before it built the Grifo, 'bubble car' manufacturer Iso had joined the ranks of supercar constructors with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the 1962 Turin Motor Show. Styled at Carrozzeria Bertone and powered by a 327ci (5.4-litre) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle and disc brakes all round (inboard at the rear), setting the pattern for all Isos that followed.

Produced between 1963 and 1974, the 'standard' Grifo used the small-block Chevrolet V8 in all but its final Ford-powered incarnation, and even the tamest came with 350bhp, which was good for around 160mph.

According to their sales records, 'GL730138D' was imported by Trojan Cars on 5th July 1967 and subsequently invoiced to HW Motors, Walton on Thames, Surrey. The car was white with a black interior. HWM sold the car to Roy Woodford, then of Cobham, Surrey, who was also the owner of an AC Cobra so clearly a man of impeccable taste. Woodford later took the Iso with him when he moved to Monte Carlo, probably in the early 1990s, to take up his new role of official photographer the Monaco Royal Family. It is understood that it was not used much in Monaco.



In 2010, the car passed through the hands of two dealers (one in Northern Europe, the other Godin Banks in the UK) and then was sold to the vendor, only its second private owner, joining his small private collection of Italian exotica. The Iso was in un-restored, untouched condition when acquired, aside from a colour change to black at some time. A total restoration ensued, in the course of which various upgrades were carried out. (It is often said that if an Iso Grifo has not been restored then it needs to be). As depicted in the accompanying photographs, the car was stripped down to a bare shell and fine media blasted before being sent to Lawrence Kett's G&A Fabrications for metalwork repairs. The bodywork was then repainted by Ross Packard Paintwork Ltd of New Milton, Hampshire and the interior completely re-trimmed by Nick Artusa of Woking, Surrey.

Andy Frost of Penn Autos and Red Victor Racing totally rebuilt and dynamometer tested the engine, and also overhauled the Powerglide two-speed automatic transmission. Following the car's completion, this was removed and replaced with a TH350 three-speed upgrade, all done by Frost. AJS Engineering Services overhauled the differential. The electrical system has been fully overhauled, retaining the original loom, and a high-torque starter motor fitted.

The vendor planned to use the car as he has done with all of his collection, so an aluminium radiator and an electric fan were installed, while the front brakes were upgraded with new discs and callipers. (The original fan, cowling, radiator and (restored) brake callipers are included in the sale). A set of Lamborghini Miura wheels is fitted currently. Five correct wire wheels are included in the sale, one of which is new and four of which are shod with new Vredestein tyres. Other parts offered with the car include the original gearbox and torque converter, the original front numberplate carrier, and the original bumpers. It also comes complete with jack, wheel brace, hammer and tyre lever.

Finished in Grigio Ferro with cashmere/leather interior, 'SPK 3F' represents a rare opportunity to acquire the very best in Italian Gran Turismo style and performance, fresh from total restoration.

£150,000 - 200,000
€190,000 - 250,000



375

The ex-Fred Davies

1962 DAVIES SPECIAL 'CAN-AM' SPORTS-RACER

Chassis no. 12790

1 and 2
Spa-Francorchamps, 1978

3
Zolder, 1978



The unique car offered here was built in the USA by Fred Davies, an English engineer who had first moved to Canada in the 1950s, ending up working for racing car manufacturer Bill Sadler. He was involved with building the Maserati 'Birdcage'-like Sadler Mk3 sports-racer and the Sadler Formula Junior monopostos. On file is a six-page Sports Cars Illustrated article about the Sadler Mk3, which includes a picture of Mr Davies.

Fred Davies eventually left Sadler and moved to California, finding a workshop near Los Angeles in 1961. It was there that he constructed a sports-racer of his own design using a beautifully made tubular spaceframe, aluminium body, Chevrolet V8 engine and Huffaker gearbox, the latter being one of very few suitable transmissions available at that time. Ratios could be changed quickly from the rear of the Huffaker 'box, and the car's rear panel was designed to facilitate this. By the time his car was finished in 1962, Davies' priorities had changed and he never raced it. Using on the road occasionally, it was stored until 1975 and then sold to dealer Brian Classic in the UK.

Brian Classic sold the Davies to a Dutch collector from whom it was purchased in 1978 by a Belgian neurologist and gentlemen driver, Pierre Haverland. Unsure of what the car was, he registered it with the FIA as a Genie, an understandable mistake as the Joe Huffaker-built Genie sports-racers do resemble the Davies car. Haverland had the Davies completely restored by Peter Denty in the UK and raced it in European historic events until 1983. He then sold the car to Sweden where it raced until 2004 before being sold to the current owner in Belgium.

The Davies comes with sundry invoices to Haverland; the 1983 bill of sale to Sweden and Swedish road registration papers; FIA papers (issued 1984); a colour film of Fred Davies driving it in 1967 (on DVD); and a 1975 copy of *Motor Sport* containing Brian Classic's advertisement. A box of alternative Huffaker gears is included in the sale. Described as in generally very good condition, the Davies Special represents a wonderful opportunity to acquire a unique car belong to the pioneering days of rear-engined, large capacity sports-racers.

£80,000 - 110,000

€98,000 - 140,000

No Reserve



The ex-Toyota Team Europe**1993 TOYOTA CELICA ST185 TURBO 4WD
GROUP A RALLY CAR**

Chassis no. JT164STJ500014894

Following the success of the Celica GT4 ST165, the Turbo 4WD ST185 would build on its predecessor's foundations and be the class of the field throughout its three years of service in the World Rally Championship (WRC). It was the car to beat, scoring a hat trick of drivers' titles for Carlos Sainz, Juha Kankkunen and Didier Auriol respectively. Of equal, if not greater, importance to the Japanese manufacturer was the fact that in 1993 the ST185 delivered Toyota its first ever WRC manufacturer's championship, a feat it repeated in 1994.

The all-conquering ST185 featured a stiffer bodyshell, improved cooling, an up-rated turbo intake system, X-Trac six-speed transmission and, most importantly, a suspension package that permitted a wide range of adjustment. They were sometimes headed by other cars on unfavourable surfaces but the ST 185 Celica was, arguably, the best all-round package.

Until its exclusion from the series after 2002, the Safari was the toughest rally on the WRC calendar - a gruelling event on difficult terrain in a variety of conditions, which has always made it a signature event. The ST185 Celica was unbeaten on the Safari as a works entry and scored a trio of overall victories for Sainz (1992), Kankkunen (1993) and Ian Duncan (1994).

The example on offer is a Safari-specification works rally car entered by the Toyota Team Europe (TTE) in the 1993 FIA Kenya Safari Rally and driven by local hero Ian Duncan with Ian Munro co-driving (as certified by Toyota Motorsport GmbH). It was built originally on a works bodyshell numbered 'TC554'.

1 and 2

In action on the 1993 WRC Safari Rally, Kenya

3

Entire Toyota factory team prior to 1993 Safari Rally. This car with Duncan and Munro is number 3, third from left.



Displaying the 'short' German registration 'K-AM 50', Ian Duncan drove this car to 3rd overall behind team-mates Markku Alen and winner Juha Kankkunen, with Yasuhiro Iwase coming home 4th to make it a famous Toyota 1, 2, 3, 4 finish. Duncan is a six-time Kenyan rally champion and was employed by both Subaru and Toyota to contest the Safari rally as the local specialist. He won the event overall in 1994 and in 2013 won the East African Safari Classic Rally ahead of former World Champion Stig Blomqvist.

TTE records show that after the 1993 event, this car was purchased by another Kenyan rally hero, Jonathan Toroitich (son of former Kenyan President Daniel arap Moi). Though not confirmed, it seems likely that this is the car used by Toroitich on the Safari Rally in 1994, 1996 and 1997 (there was no event in 1995) his best result being a 5th overall in 1997. Multiple Uganda rally champion Moses Lumala was also competing in an ST185 Celica in African rally events but in 2001 he crashed his car beyond repair. An Africa News Service article states that in June 2001 he purchased an ST185 from Jonathan Toroitich to replace it, thus explaining this car's assumed relocation to Uganda.

Purchased from Uganda through Omar Mayanja together with other rally cars and taken to Italy in 2006, it received a professional restoration at rally-car specialists Devos Motorsport in Aalbeke, Belgium, while the engine was professionally rebuilt at great expense by Rallye-Engine.com (Gerd Dicks) in Weeze, Germany during 2010. After completion the Celica was driven by Armin Schwartz in the 2011 Bettega Memorial demonstration. Imported into the UK in 2012, it has been regularly run but not used in anger. It should be noted that during the course of its competition life, the bodyshell was substituted for an earlier (1992 specification) item with a works number of 'TC530'.

Finished in the livery it sported when driven by Ian Duncan in the 1993 Safari Rally, the car presents well and is 'on the button'. It is an ideal entry for a variety of retrospective rally events such as those organised by Slowly Sideways and Rally Legend, and is ideally suited to the rally stage at the Goodwood 'Festival of Speed'. Representing a rare opportunity to acquire an ex-works rally car with in-period competition history at the highest level, the Celica is offered with its original (number '3') Safari Rally fuel funnel, Toyota Certificate of Origin, sundry invoices and a quantity of original photographic transparencies of the car and drivers from the 1993 event. A comprehensive Safari specification spares package is available by separate negotiation.

£80,000 - 120,000

€99,000 - 150,000



377

Formerly the property of The Rt Hon Alan Clark, MP
1960 PORSCHE 356B SUPER 75 T5 CABRIOLET
COACHWORK BY REUTTER

Registration no. 336 JGH

Chassis no. 153664

Engine no. 716702



Cabriolets had been manufactured right from the start of Type 356 production but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'leteren of Brussels and its long-time collaborator and close neighbour, Reutter.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90. The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Right-hand drive chassis number '153664' was completed at Karosserie Reutter in 1960 for Alan Clark, the outspoken Conservative MP, historian, diarist and motoring enthusiast. Clark took delivery at his Zermatt, Switzerland home where he was living while writing his first famous book about World War One, *'The Donkeys'*. He brought the Porsche over to England in May 1962. The original old-style logbook is on file together with a letter from Alan Clark recalling his memories of the car.

'336 JGH' was later sold to AFN, the UK importer, who have records of it in their archives. It is, reputedly, only one of eight right-hand examples of its type in the UK.

In 1968 the 356 was purchased by David Carnwath, who had AFN fit a new 1964 356C engine (number '716702'). The car had three subsequent owners prior to its acquisition by Michael Chadwick in 1990. He took the car to Peter Nardelli, who fitted side mouldings and a dashboard clock (both factory options in 1960) together with new 5.5" chromed wheels shod with 185/70 tyres. Peter also persuaded Michael Chadwick to have the engine fully rebuilt, commenting that Michael's was one of the best 356s he had driven. A full rebuild of the engine and ancillaries was duly carried in mid-1991 by Chris Mannion & Company to very high standard (see photographic record on file). At the same time a halogen headlight conversion and a reproduction Nardi steering wheel were fitted.

In 1993 a full bare-metal repaint was carried out and the car was then put into storage until 1996 when it was acquired by the current owner from Peter Nardelli at Tower Bridge Porsche. The car has been kept garaged since acquisition and is used occasionally, covering no more than 200-300 miles annually, mostly in the dry summer months. It has been regularly serviced, maintained and MoT tested. The vendor describes the Porsche as in generally very good condition and says that it attracts more admiration than any other car he has owned. A superb example of this rare classic, '336 JGH' is offered with the aforementioned logbook and photographs, sundry restoration invoices, MoT to February 2015 and V5C registration document.

£70,000 - 80,000

€86,000 - 98,000



378 *

The ex-Steve Millen

1972 CHEVRON-FORD B20 RACING SINGLE-SEATER

Chassis no. B20-72-9

On May 6, 1972, star driver Peter Gethin won the International Pau Formula 2 race in a Chevron B20 similar to the example now offered here. That victory marked the elevation of Derek Bennet's Bolton-based Chevron marque from a popular and tremendously effective sports-racing car manufacturer to an all-round force within the motor racing marketplace.

This particular Chevron B20, which features a fully blue-printed and extremely rare 1790cc Chevron factory Cosworth-Ford FVC 4-cylinder racing engine. As driven by Steve Millen the Chevron established the marque's name and stature in open-wheeler racing in Asia and in the New Zealand Tasman series.

It is the last B20 to have been sold from the Bolton factory, being acquired by John Green early in 1973. It was then sold on to the New Zealand Schollum brothers with Steve Millen driving the car from 1974-75. Ian Grey then acquired it, continuing its racing career through 1976-77. Subsequent owners include Dick Ward in Western Australia in 1979 and the current owner in 1990.

Steve's success with the car whilst harassing the F5000 cars during the 1975 New Zealand Tasman Series and the New Zealand Grand Prix is well documented in the book titled "*Millen*" (copy on file). Here, the car punched well above its weight with many strong finishes, including 5th at Bay Park and a F2 Class Record at Teretonga – "Whenever there was a twisty bit, we could out-handle and out-brake the F5000 cars" states Steve Millen.

Perhaps though the three podium finishes in Asia represents his greatest success with the car, including that exciting race documented in the book titled "*Colour and Noise, 40 Years of the Macau Grand Prix*" where Steve in second place behind John Macdonald suffered a fuel starvation problem on the final lap to finish third behind Kevin Bartlett. This is the car that launched Steve Millen's racing career culminating in his wins at Daytona, Sebring and the class win at Le Mans.



The car has been fully restored by Gary Simkin in Sydney, Australia, while the factory Chevron FVC engine was rebuilt by Rodney Gibbs of Superior Automotive in Sydney with support and advice from one of Australia's most celebrated engine builders – Peter Molloy. Superior Automotive subsequently professionally-maintained the car alongside their other charges, including Formula 1 Ferraris.

Once its complete last nut-and-bolt restoration had been completed, this sparklingly-presented Chevron B20 made its racing return at Sydney's Easter Creek circuit A1 meeting in 2007. The current owner campaigned the car more widely in Australian events and in January 2010 took the car back to New Zealand to compete at Hampton Downs and on the historic NZ GP course at Pukekohe. There the car won outright in a mixed field of 1970-1990 Super Historics cars, lapping in 62.3 seconds.

The FVC engine's rebuild – which entailed the purchase of a new cylinder head – prevented its installation in the car until the start of 2010, since when it has been raced only six times. This is an outstanding and significant example of the Chevron B20 – with the company's renowned contemporary build quality very evident in its fabric.

1
Steve Millen screaming along in '72-9'

2
Ian Grey prepares for the start in '72-9'

We are advised that it has completed only 11 race meetings since completion of its restoration and it has never been in an accident since then (and to the best of the owner's knowledge nor has it been crashed during its entire career). "This is an extremely quick car that is easy to drive and goes where you point it. The Chevron is ready to race and is the most reliable race car I have ever owned," states the current owner.

The car comes with an extensive spares package, including the body moulds and patterns for the wheels, along with many original spares and also components replaced during its extensive and complete restoration.

In addition to this the car is offered with a spare Cosworth 1600cc, fuel injected BDM engine. Purchased by the current owner in 1998 at a cost of \$20,000 (Australian) and rebuilt to fuel injected BDM specification for use in the car. Built around a new unused block, fitted with Lucas fuel injection at a cost \$5,000 (Australian), the build was completed in 2005. Run at five race meetings between 2007 and 2010, being fully maintained during this period. The only reason it was replaced was due to acquisition of the FVC currently fitted to the car. According to the vendor it will require checking and tuning following a period in storage but should be an excellent engine. Offered with a dyno sheet dated 2005 showing a power output of 190bhp. This engine is sold strictly as viewed.

Should the lot remain in the EU, local import taxes of 5% will be applied to the hammer price.

£40,000 - 50,000

€49,000 - 62,000



379 N

Three times Mille Miglia rerun participant
1949 FERRARI TIPO 166 INTER COUPÉ
COACHWORK BY CARROZZERIA TOURING

Chassis no. 027S

Engine no. 027S



Enzo Ferrari had begun planning his new car during the war and in 1946 commissioned Gioacchino Colombo to design a small-capacity V12 engine for it. The 1.5-litre Tipo 125 unit took its designation from the capacity of an individual cylinder (125cc), thus instigating a system of nomenclature that would characterise Ferraris for many years to come. Ferrari's Tipo 125 sports-racer made its competition debut in 1947 and by mid season had been re-designated Tipo 159, its engine having been enlarged to 1.9 litres. Later in the year the first Tipo 166 (2.0-litre) unit appeared.

In race tune up to 150bhp was available - the Inter road car with its single twin-choke Weber carburettor produced 100bhp - which was transmitted via a five-speed gearbox, an unusual feature in those days, even on a competition car. The twin-tube chassis employed transverse leaf and double wishbone front suspension and a semi-elliptically sprung live rear axle located by torsional stabilising bars. Houdaille hydraulic shock absorbers were fitted all round.

Before long Ferrari had become the dominant force in international sports car racing, 1949 proving to be a phenomenal year for the Tipo 166, which claimed victory in three of the world's most prestigious events: the Mille Miglia, Targa Florio and Le Mans 24-Hour Race, a quite outstanding achievement.

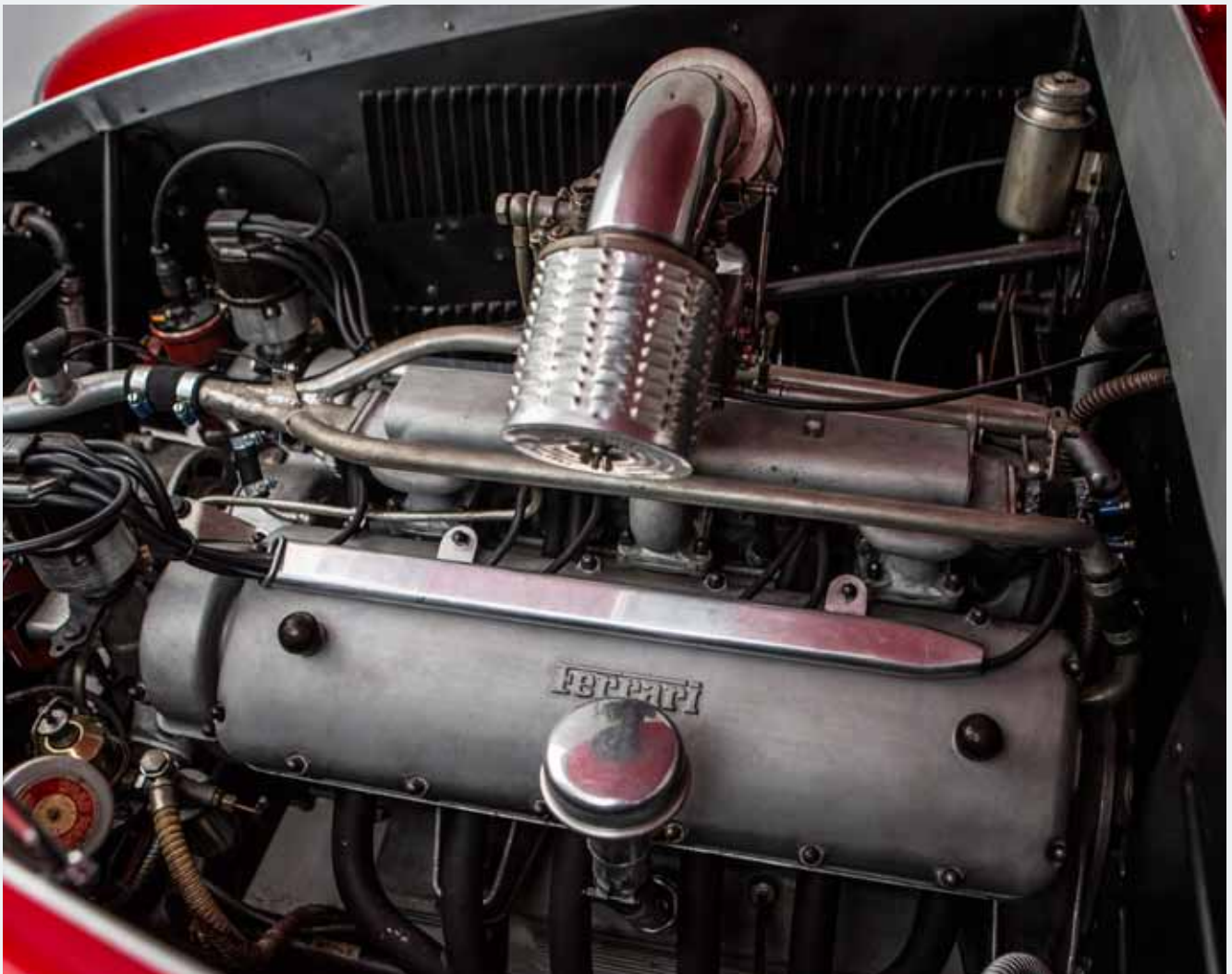
This car is one of fewer than 40 Tipo 166 Inters made. In keeping with tradition, it was built with right-hand drive - it being deemed safer to sit on the right when driving across the Alps, which at that time were cursed with poor roads lacking in safety barriers. The Tipo 166 was bodied by several of Italy's foremost carrozzeria, Vignale and Touring being responsible for the bulk of production. Chassis number '027S' is clothed in the latter's distinctive Superleggera coupé coachwork, its grace and elegance recalling the lines of the immortal Barchetta.







May 1997 and 027S seen cornering hard in the hands of Dr. D. Pizzo during Ferrari's 50th Anniversary celebrations in Rome



The certificate of origin for '027S' was issued in November 1949 and on 8th May 1950 the chassis frame and bodywork were invoiced separately to first owner Francesco Severi of Rome, Italy. Severi was a close friend of the 'Commendatore' and would race for his scuderia on multiple occasions. On 31st May 1950, Severi sold the Ferrari to Artisti Tecnici Asfonati (ATA), a company owned by film director Carlo Ponti with offices in Rome. Later that year, in August, ATA sold the car via dealer Mambretti Sonzongi to the third owner, amateur racing driver Augusto Caraceni in Rome.

Augusto was the son of Domenico Caraceni, founder of the eponymous Rome-based tailors whose clients included Humphrey Bogart and Aristotle Onassis. Caraceni obtained an entry for the 1951 Mille Miglia for himself and co-driver Franco Meloni (see letter of acknowledgement on file) but it appears that the Ferrari did not make the start, almost certainly because Caraceni had already sold it to the fourth owner, Juan de Iturralde, Marquis of Robledo, another resident of Rome.

The accompanying Massini Report lists a further three owners up to August 1955 when the car was sold to the eighth: Giorgio Teofisco of Milan, Italy, who kept the Ferrari for the next 18 years. In March 1973, '027S' was sold to the ninth owner, Luigi Rezzonico Pindemonte, Count of Castelbarco, resident in Imbersago, Italy. He was a keen racer in his own right and shared an early racing stable of Maseratis with Count 'Johnny' Lurani in voiturette racing. Ten years later, in November 1983, the car was purchased from the Count by the tenth owner Dr. Danilo Pizzo.

Restored in 1992, the engine being entrusted to Michelotto and the bodywork to Cognolato, both esteemed marque specialists, '027S' was driven in that year's Mille Miglia by Pizzo and co-driver Racco, and the same pairing shared the Ferrari in the 1997 and 2000 events. In May 1997 the car was shown by Pizzo during Ferrari's 50th Anniversary celebrations in Rome and in October 2011 it was displayed on the Registro Touring Internazionale stand during the Auto e Moto D'Epoca event in Padova, Italy. Finished in red with beige leather interior, the car is offered with a file of restoration bills, ACI papers, FIVA Identity Card (issued 1997), Certificato di Proprieta, an Italian tax document and a quantity of photographs.

Many Ferraris are historically important but few are of greater significance than the Commendatore's first car built for road use, the Tipo 166 Inter; this superbly presented example warrants keen interest and the closest inspection.

£800,000 - 1,000,000
€990,000 - 1,200,000



380 *

Formerly the property of Richard Attwood
1957 ASTON MARTIN DB2/4 MKII SALOON

Registration no. ULC 432

Chassis no. AM300/1211

Engine no. VB6J/834/L1

The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Extensive revisions to the car's rear end arrangements made room for two occasional seats and more luggage, the latter being accessed via a hatchback rear door, one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

The W O Bentley-designed, 2.6-litre, six-cylinder, twin-cam power unit came in tuned (125bhp) Vantage specification as standard for the 2/4. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3-litre, 140bhp engine in 1954. The car's top speed was now 118mph, with 60mph reached in around 11 seconds. David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised MkII model, launched at the London Motor Show in October 1955, being manufactured by the Newport Pagnell coachbuilder. While mechanically very little different from its predecessor, the DB2/4 MkII was readily identifiable by its subtly altered lines, the most significant change being a ¾" increase in roof height that afforded greater headroom.



Sold new in September 1957 via Brooklands of Bond Street to a Mr Bemrose, this DB2/4 MkII formerly belonged to Richard Attwood, the ex-Formula 1 driver and Le Mans winner. Born in 1940, Attwood began racing in 1960 driving a Triumph TR3 and was recruited by F1 team BRM following a succession of good results in Formula 2. Somehow, and despite his undoubted talent, the right drive never materialised in F1, and sports car racing became Richard's main priority. He struck up a fruitful relationship with David Piper, sharing the latter's Ferraris and securing a number of podium finishes in World Sportscar Championship events, and was instrumental in developing the Ford GT40. In 1969 he signed for the Porsche factory, usually being paired with fellow Brit Vic Elford, with whom he shared a 908 and then a 917. Driving a 917LH, the pair led for much of the 1969 Le Mans 24-Hour Race only to be forced into retirement by a gearbox failure with only two hours remaining.

The crowning achievement of his career came in 1970 when, teamed with Hans Hermann in a works 917K, he won the coveted endurance classic at La Sarthe. The same driver pairing finished in second place the following year, again driving a Porsche 917 but this time for John Wyer, and following a win at the Zeltweg 1,000km Attwood retired from motor sport at the end of the 1971 season. He made a brief reappearance as part of the Aston Martin Nimrod project in 1984 and then retired from front line racing for good.

Today, Richard remains actively involved in historic motor sports and is a frequent visitor to the Goodwood Festival of Speed and other prestigious events.

Richard acquired this DB2/4 in March 1982, by which time it had already had some eight owners. Chassis number 'AM300/1211' is fitted with engine number 'VB6J/834/L/1', the 'L/1' suffix denoting that this is a special series unit equipped with larger valves and higher lift camshafts, developing 165bhp. The car was also equipped with a twin exhaust system.

The current vendor purchased the DB2/4 when Richard offered it for sale at Bonhams' auction at Aston Martin Works Service in May 2008 (Lot 339). 'ULC 432' had not been run for 30-or-so years prior to sale in 2008 and since acquisition has been converted to left-hand drive and repainted. Sold strictly as viewed, the car comes with copy guarantee form, two old-style logbooks, old-style V5 registration document and two expired MoTs for the period 1975-1977.

Should the lot remain in the EU, local import taxes of 5% will be applied to the hammer price.

£60,000 - 80,000

€74,000 - 98,000



381

***The ex-works prepared, Brooklands,
Crystal Palace & Goodwood campaigned***
1936 MG MIDGET PB SUPERCHARGED SPORTS

Registration no. HS 8860

Chassis no. PB528

1
E.C.Cooper-Harewood on route to 3rd Place at Imperial Trophy Meeting, Crystal Palace, October 1938

2
E.C.Cooper-Harewood on route to win the Handicap race. B.A.R.C Goodwood Members Meeting, April 1953

3
E.C.Cooper-Harewood leads Jacob's MG Special and Wood's Lester MG. Blandford Camp, Dorset, June 1953

4
'HS 8860' competing in the Le Mans Classic



This car's first owner, J Scott-Hepburn, had already enjoyed trials success at the wheel of his MG J2 when he decided to modify 'HS 8860' for off-road competition. The PB had been delivered via Andersons Ltd of Newton Mearns in December 1935 and Scott-Hepburn later wrote an article about its transformation into a lightweight trials car, which was published in *The Sports Car* (April 1937 edition, copy on file).

Perhaps the trials conversion was less successful than he had hoped, for later in 1937 the MG was sold to the second owner, E C Haesendonck of Chadwell Heath, Essex. Haesendonck and his brother were owners of 'JB 7524', one of the famous 'Cream Cracker' team cars. Surviving factory records list the servicing and maintenance carried out for both Scott-Hepburn and Haesendonck, the latter being invoiced for 'tuning specially for Brooklands'.

A supercharger was fitted for the 1938 season and at Crystal Palace on 13th August Haesendonck and the PB lined up against a field that included Cyril Hawley's Alfa Romeo 8C, George Abecassis' blown Alta 2-Litre, Peter Aitken's Frazer Nash-BMW, D A Loader's SS Jaguar and Arthur Dobson's Riley Six to finish 10th in the Crystal Palace Plate Handicap. Haesendonck followed this promising start with a fine 3rd place in October and his performances at the South London circuit continued to improve, culminating in a 2nd in class (4th overall) finish on 1st July 1939.

With war approaching, Ernest Haesendonck changed his name to Harewood, it is thought to gain entry into the RAF, and fortunately both he and the MG survived the conflict. The duo was soon back in competitive action, their forceful performance at Blandford Camp, Dorset in 1949 being recorded by MG works driver Dick Jacobs in his book, *'An MG Experience'*:

'The starting grid was a two-two-two formation due to the width of the road. On the front row with me was John Haesendonck's brother, Ernest Harewood, in his MG PB and he made a beautiful start leading the field for the first lap. We both became involved in a battle for the lead with L Woods driving a Lester MG based on an L-type Magna chassis. We each took the lead several times and it was not until the last lap when Harewood dropped astern by just a few yards that I was able to pip Woods to the winning post and in so doing made fastest lap at 68.65mph.'

The PB's finest hour arrived on 18th June 1953 when it was entered in the BRDC's British Empire Trophy Race. Consisting of three heats and a handicap-format final, this event was held on the challenging Douglas circuit in the Isle of Man and attracted a top-class field, pitting the elderly and seemingly outdated MG against state-of-the-art opposition.

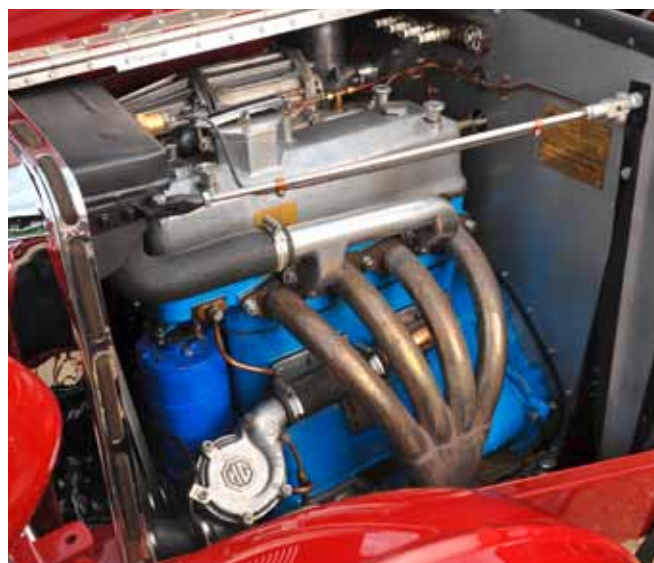
The latter included the Jaguar C-Type of Stirling Moss, Reg Parnell's Aston Martin DB3S, Hans Reusch's Ferrari 340, Desmond Titterton's Allard, Ken Wharton's Frazer Nash Le Mans Replica, Alan Brown's Cooper-Bristol and the Cooper-MG of Cliff Davis. Defying the odds and shrugging off a half-litre capacity deficit in the up-to-1500cc heat, 'HS 8860' finished 4th out of 14 starters and lined up 3rd on the grid for the final. Getting a tremendous start, Harewood's PB lay 2nd by the end of the first lap and stunned all who witnessed it by inheriting the class and overall leads from Cliff Davis on lap four. Sadly, the MG retired with transmission failure just after half distance but had done enough to earn itself the nickname of the 'Beam Axle Bombshell', bestowed by *Autosport*.

'HS 8860' seems to have retired from competition thereafter, reappearing some ten years later in the ownership of Peter Vane. Suspecting that his PB had once been raced, Vane wrote to the MG Car Company in March 1963 and was told that it had: 'this vehicle has in its initial stages received considerable attention at these Works and at one time was raced at Brooklands.' The factory also stated that the engine had been changed from '740 APB' to '2223A 165P'. Taken off the road in the mid-1960s, the PB was purchased in the early 1970s as a partially dismantled project by Peter Gregory, the well-known collector of pre-war MGs, who undertook a total rebuild.

'HS 8860' was sold by Peter Gregory to Kenneth Hawes in 2001 and in May 2003 was acquired from the latter by the current vendor. Since then the PB has been raced extensively in historic events throughout Europe and the UK at venues including Le Mans, Spa-Francorchamps, the Nürburgring, Porto, Cadwell Park, Donington Park, Silverstone, etc. Following a racing accident at Silverstone where the car was barrel-rolled three times, the body had to be scrapped. The car was then stripped, the chassis crack-tested, the axles rebuilt and a complete new body made, with inspiration from the Scott-Hepburn creation of 1937. Completed in January 2014, this work was carried out by the renowned Fiennes Restorations at a cost of £77,671 and is to concours standard. The interior though, is still spartan and stripped for racing. A recent road test showed this supercharged racing PB to be unbelievably fast with an exhaust note to split one's eardrums!

Full and continuous since the car was built, the racing career of this historically very important MG, which includes pre-war competition at Brooklands and Crystal Palace, is documented by the contents of four lever-arch files. The latter contain the current FIA Historic Technical Passport, old-style logbook, (copy) MG factory correspondence, Crystal Palace and Goodwood programmes, modern race results, sundry bills, assorted magazines, a copy of 'An MG Experience', V5C registration document and VSCC 'buff form' (to be updated by the new owner). A race-ready ticket of admission to a wide variety of the most prestigious international historic events.

£80,000 - 100,000
€99,000 - 120,000



382

1989 AC COBRA MKIV ROADSTER

Registration no. 4948 AC

Chassis no. SADA3021JA017272

Engine no. 1272



Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight, small-block V8s.



The 260ci (4.2-litre) prototype first ran in January 1962, with production commencing later that year. Exclusively for the USA initially, Cobras - minus engines - were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 Cobras had been built with the 260ci engine, the more powerful 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the major MkII up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7.0-litre) V8 engine. Wider bodywork, extended wheelarch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look. Only 1,000-or-so Cobras of all types were built between 1962 and 1967 but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the MkIII, Autokraft produced the MkIV, which was appropriately updated to meet current legislation and powered by a 'Federalised' Ford 5.0-litre V8 engine. Around 480 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

Previous owner Jonathan Stevens purchased this MkIV Cobra from historic sports car specialists Rod Leach's Nostalgia in March 2004. It was described at that time as a 'superlative example with a factory hand-built, 345bhp, Stage 3, SVO 5 litre Holley carburettor engine'. Performance figures of 0-100mph in 10.1 seconds and a top speed of 160mph have been mentioned...

Mr Stevens made a number of modifications to the Cobra during his ownership. Emulating the original Cobra, alterations were made to the steering column controls and the dashboard instruments and switches. The fuel tank and bodywork were modified to accept a 3½" diameter locking fuel filler and the car re-sprayed in pearlescent red, the interior being re-trimmed in dark red leather at the same time and a new tonneau cover made. In addition, a new tinted windscreen was installed and the steering and suspension upgraded. The substantial history file contains bills for the aforementioned works totalling some £24,000.

Since acquisition by the current vendor, '4948 AC' had been re-sprayed again and fitted with a rollover bar and bonnet scoop (see bill for £9,538 dated May 2014 on file). Described as in generally excellent condition, this potent MkIV Cobra comes with full weather equipment and is offered with owner's handbook, a quantity of expired MoT certificates, V5C registration document and MoT to November 2014.
£65,000 - 75,000
€80,000 - 93,000



383

33,500 miles from new

1966 ASTON MARTIN DB6 SPORTS SALOON

Registration no. YTP 1

Chassis no. DB6/2471

Engine no. 400/2429

'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

The culmination of Aston-Martin's long-running six-cylinder 'DB' line, the DB6 debuted at the Paris and London Motor Shows in 1965 and was recognisably related to the Touring-styled DB4 of 1958. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Although apparently a bigger car than its predecessors, the weight of the new model was in fact only fractionally increased.



Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler marginally reduced aerodynamic drag and increased high-speed stability. The Tadek Marek-designed double-overhead-camshaft six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox and for the first time power-assisted steering was available.

An automatic transmission model, chassis number '2471' was supplied to Bradburys on 26th January 1966 and sold to the first owner, Roy William Hamilton, on 1st February that year. The DB6 was finished in Caribbean Pearl with red Connolly hide interior trim, and was fitted from new with a Webasto sunroof at Roy Hamilton's request. The original registration was 'EON 666D'.

Roy Hamilton covered 28,493 miles in the DB6 before passing away in 1982, whereupon it was inherited by his son, Charles John Hamilton. Charles Hamilton only drove the Aston to and from annual servicing until it was sold on 25th May 2001 to Richard Courtenay Cripwell, who covered 3,000 happy miles in the car before selling it to the current vendor on 21st February 2012.

The DB6 has been dry stored since purchase and only driven to and from servicing as well as on weekly Sunday runs in order to keep it in perfect running order. '2471' has been driven only 33,276 miles in 48 years (a few more will be added driving to the sale) the bulk of which was covered by two of the four owners.

The DB6 was originally serviced by A J Beal Limited, Exeter (Aston Martin distributors and service agents). Thereafter it was maintained by Chapman Spooner, Walsall and then, during the ownership of Richard Cripwell, by Goldsmith & Young and Wren Classics in Wiltshire.

This car is an exceptionally low mileage example in remarkably original condition. It has been garaged at all times from new and meticulously cherished for 48 years by fastidious owners. The valuable registration number 'YTP 1' has been with this Aston for some 13 years and as a gesture of goodwill the owner has decided to allow it to remain with the car. As a further gesture of goodwill, the original registration number, 'EON 666D', which is held on a retention certificate, is included in the sale also. Possibly the finest un-restored DB6 still existing, '2471' is offered with MoT/tax to 2015, V5 registration document, a copy of the original factory specification sheet, the original DB6 instruction book and a comprehensive service history portfolio.

£150,000 - 200,000
€180,000 - 250,000



384

1993 LAMBORGHINI DIABLO VT COUPÉ

Registration no. K950 EMO

Chassis no. ZAQDE07A0PLA12890



After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension. Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40.

Although one of the world's most expensive cars, the Diablo was not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack. Four-wheel drive Diablo VT and Targa-style open roadster versions soon followed and then came the Diablo SE (Special Edition) only 150 examples of which were built to celebrate Lamborghini's 30 years as a car manufacturer.

This left-hand drive Diablo VT coupé was first registered in the UK on 17th March 2009 to Gulf Resources Corporation of Hambrook, Chichester, the current registered keeper. Its original UK registration was 'F1 FHS'. Invoices on file totalling over £36,000, issued by Italian sports car specialists Joe Macari Motors of London SW18 and dating back to May 2009, indicate a no-expense-spared approach to its upkeep over the last five years, which has included a full interior re-trim. Finished in Grigio Titanium with black leather interior, the Diablo is described as in generally excellent condition and ready to be enjoyed, currently displaying a total of little over 12,500 miles on the odometer. A pre-sale check and MoT test will have been carried out by Emblem Sports Cars prior to sale. Accompanying history consists of the aforementioned invoices, V5C registration document and expired/current MoT certificates.

£70,000 - 80,000

€86,000 - 98,000



385

**1956 ASTON MARTIN DB2/4 MKII 3.7-LITRE COUPÉ
COACHWORK BY TICKFORD**

Registration no. OVS 519

Chassis no. AM300/1185

Engine no. 370/PP300/1185



'David Brown had a good eye for styling; he even made his tractors look good. He was also one of the few people who could change the shape of the DB2 without detracting from its appearance.' – Chris Harvey, *'Aston Martin and Lagonda'*.

David Brown's acquisition of Tickford Ltd in 1953 led to bodywork for the revised DB2/4 MkII being manufactured by the Newport Pagnell coachbuilder. With the launch of the '2+2' DB2/4 in October 1953, Aston Martin had extended the DB2's appeal to the hitherto untapped yet increasingly important market comprised of 'sports car enthusiasts with a family'. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats.

Mechanically the same as the 'MkI', the MkII was identifiable by its subtly altered lines, the most significant change being a ¼" increase in roof height that afforded greater headroom. In MkII form the DB2/4 continued to be available as a close-coupled sports saloon or drophead coupé, while for the first time an alternative fixed-head coupé was made available, of which 34 were made.

Standard specification included the 2.6-litre 'VB6E' engine in 125bhp Vantage tune, but from early in 1954 the 3-litre 140bhp 'VB6J' engine was installed, providing 118mph top speed and 60mph in around 11 seconds. This was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car.

The accompanying copy guarantee form shows that left-hand drive chassis number '1185' was sold new via Majestic Automobiles in France to its first owner: Raymond Gallizia of Montbeliard. The colour scheme is recorded as Sea Green (top) with Deep Carriage Green (lower) and red Connolly hide interior, while the only non-standard item listed is Alfin brakes. Additional owners recorded are C Carnaghan of Ashted, Surrey (1984) and Mr Eckard Sacuss (2003). The Aston Martin Register notes that this car had a 3.7-litre DB4 engine fitted at the Works after two engine failures, but there is corroborating evidence establishing the date. Neither is there formal evidence that it was retained by the Works for experimental purposes. Sold strictly as viewed, the car is offered with current MoT and V5 registration document.

£140,000 - 170,000

€170,000 - 210,000



386

One of only 479 examples

1955 JAGUAR XK140 DROPHEAD COUPÉ

Registration no. TPO 601

Chassis no. 807210

Engine no. G4297-8



One of only 479 right-hand drive XK140 drophead coupés made, this example was manufactured in June 1955 and delivered via Henlys Ltd, London finished in Battleship Grey with Gunmetal hood and red interior trim. The car was retailed by W Jones & Sons and first owned by one Harold Sinclair of Arundel Sussex. Its accompanying JDHT certificate confirms that the XK140 retains matching chassis, body, engine and gearbox numbers.

The current vendor purchased 'TPO 601' from the Twyford Moors dealership around 12 years ago and immediately commissioned marque specialists Leaping Cats to undertake a bodywork restoration, having stripped the XK down to a bare bodyshell and chassis. 'TPO' was collected some weeks later as a completely restored and lead-loaded bodyshell, ready for repainting. On return to the vendor's own professional motor body repair workshop, the chassis was sand blasted and painted black. The bodyshell and all other panels were then repainted in ICI Jaguar Indigo Blue, and the bodyshell and all chassis box sections treated with cavity wax protection.

The engine, gearbox and rear axle had been sent to Mike Ball of Beacon Garage at Gringley-on-the-Hill for overhaul, and on their return were reinstalled in the rolling chassis. All suspension parts had been cleaned and repainted in black. The newly painted shell was then lifted back onto the rolling chassis. All the instruments and woodwork had been sent to Mike Tilman at Jagbits for overhaul and re-veneering, and were then refitted together with an all new wiring loom, etc. At the same time a Becker Mexico audio system, Clifford alarm system and Track Star tracking system were fitted.

During the rebuild at the vendor's body shop, all exterior trim was stripped and repainted or re-chromed prior to being refitted to the car. With completion approaching, 'TPO' was transported to Mick Turley at MCT in Nuneaton for them to re-trim the car in Saville Grey leather together with blue piping, grey carpets and a dark blue hood. As a specialist body shop, the vendor's company had a full 4-wheel steering geometry system, so all the XK's steering angles were checked and adjusted by shims as required, resulting in a car that this is extremely precise to drive.

Since the rebuild's completion in 2007, the vendors have thoroughly enjoyed various touring holidays with their XK140; none more so than the Jaguar Enthusiast Club's North American tour taking in Route 66, on which the car clocked up little under 3,000 miles without incident. In May 2013 'TPO' was used in the making of Saville Row tailors Gieves & Hawkes' film promoting their Autumn/Winter 2013 collection, which involved filming on location in Yorkshire. The vendors received a cheque from Gieves & Hawkes for £500, which was made out to the Cystic Fibrosis Trust, a charity that they, and 'TPO', have supported on various occasions to raise funds and awareness.

Described as in generally excellent condition, this well restored XK140 is offered with its original logbook, sundry restoration invoices, current MoT/tax and V5 registration document. Apart from those mentioned above, the only notified deviations from factory specification are front disc brakes and alternator electrics.

£100,000 - 150,000
€120,000 - 190,000





387

**1964 ALFA ROMEO GIULIA 1600 SPIDER
COACHWORK BY PININFARINA**

Registration no. PRX 840B

Chassis no. AR 379416

Engine no. AR00526 00524



Sporting elegant coachwork designed and built by Pininfarina, the Alfa Romeo Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. The capacity increase from 1,300 to 1,600cc 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 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.

According to the Alfa Romeo Museum archives, this left-hand drive Giulia Spider was manufactured on 1st April 1964 and invoiced by the factory to Alfa Romeo Frankfurt on 22nd May 1965. It was originally finished in red. In the summer of 2007 the Alfa was purchased in Oklahoma, USA and imported into the UK.

The purchaser was informed at the time that the car had recently been restored and the engine and gearbox rebuilt (in the USA). Although there was no documentation to substantiate the vendor's claim, the car's superb condition indicated that it was true. The body-coloured underside showed virtually no use and is still in beautiful condition.

The Giulia was prepared for UK road use and MoT'd and registered in December 2007. It has been driven on only a handful of occasions by the owner and his car-enthusiast daughter, and it is this lack of use that prompted its sale. Recent works by marque specialist Chris Robinson of RM Restoration include replacing the original single Solex carburettor with twin Webers, thereby greatly improving the performance. Accompanying paperwork consists of a V5C registration document and fresh MoT.

As this Spider has experienced minimal use since it was restored, it is still in superb condition and with its Zagato-style hardtop and enhanced performance is both practical and exciting.

£38,000 - 44,000

€47,000 - 54,000



388

By order of the executors of the late John Coombs
C.1962 JAGUAR E-TYPE 3.8-LITRE 'EVOLUTION' ROADSTER
 Registration no. YYJ 242
 Chassis no. 878663



Racing driver John Coombs had enjoyed considerable success in his chosen career, including a win in a minor Formula 1 race, before giving up competitive driving to concentrate on running his Guildford-based Jaguar dealership. He continued to prepare and enter cars under his own name for other drivers, including stars of the day such as Ron Flockhart, Roy Salvadori, Jack Brabham and Bruce McLaren. Coombs' name will be forever be linked with that of Jaguar, his Mark 1 and Mark 2 saloons being at the forefront of British saloon car racing throughout the late 1950s/early 1960s. When the E-Type sports car came along he raced that too with considerable success. More recently his company has built several up-graded Jaguar Mark 2 'Evolution' saloons and E-Types using the best of modern technology. John Coombs died at his home in Monaco in August 2013, aged 91.

John Coombs bought the E-Type offered here in 2007, at which time it was in right-hand drive configuration. Research revealed that the roadster had been manufactured with left-hand drive so, as John intended to drive it in Monaco, the decision was taken to return it to original specification. The bodyshell was shipped to Coventry Prototype Panels where most of its restoration took place; a gentle flare to the rear wheelarches, new aluminium bonnet (without the bulge) and a restyled tail with integral bumpers being incorporated in the process.

The engine has been built to 'fast road' specification with 10:1 compression flat-top pistons; high-lift D-Type profile camshafts; gas-flowed cylinder head with 1 7/8" diameter inlet valves; six-branch exhaust manifold; and a lightened and balanced flywheel. The gearbox is a five-speed unit with alloy casing, supplied by Guy Broad. The suspension has been lowered by 1" and gas shock absorbers fitted all round, while the brakes have been up-rated at the front with 4-pot callipers and vented discs. Other noteworthy features include 7"-wide Turrino wire wheels with alloy rims; stainless steel exhaust system; modern electric power assisted steering; and a leather interior by Moto Trim.

John Coombs thought this much-improved E-Type would be his ideal car but sadly he never got to drive it – and it would prove to be his last 'Coombs Jaguar' Only some 200 miles have been covered since the rebuild's completion and 'YYJ 242' is presented in commensurately good condition. The car is offered with two expired MoTs, current road fund licence and V5C registration document.

£50,000 - 70,000
€62,000 - 86,000

389

1,156 miles from new

1989 PORSCHE 911 'WIDE BODY' SPEEDSTER

Registration no. G931 BPC

Chassis no. WPOZZZ91ZKS152028



Porsche's first take on a convertible 911 had been the Targa model of 1965, a 'halfway house' design chosen because of fears that a genuine soft-top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar, while its speedily raised/lowered top featured a detachable, zip-fastened rear window. The 911 Cabriolet proved a hit from the moment of its debut at the Geneva Salon in March 1982 and by the end of the 1983 model year had sold over 4,000 units, a total some 50% higher than that achieved by the cheaper Targa version.

Completing the soft-top 911 line-up was the Speedster, which revived a charismatic model from Porsche's past when it arrived in 1989, the name previously having been applied to that most stylish of the many Type 356 variants. Based on the 911 Turbo Cabriolet, though normally aspirated, the 3.2-litre Speedster was launched immediately prior to the introduction of the new Type 964 bodyshell, and thus was the last 911 model to feature the old style body based on the original design of 1963.

The latter was reworked by chief stylist Tony Lapine, incorporating numerous references to the original 356 Speedster as well as a pair of controversial 'camel hump' cowlings behind the seats that concealed the stowed-away manual hood, a simplified affair described by the factory as for 'temporary' use.

From 1984 Porsche offered the 'Turbo Look' body style - flared wheelarches, large rear wing and deeper front spoiler - on its normally aspirated models including the Speedster, the vast majority of which were ordered with this option. One of the rarest of the 911 family, the Speedster was built during 1989 only, a mere 2,065 cars being completed of which only 65 were imported into the UK in right-hand drive configuration.

This rare, right-hand drive 911 Speedster was purchased as a one-owner car at Brooks' auction at the National Motor Museum, Beaulieu in July 1999 (Lot 422). 'G931 BPC' had covered only 1,081 miles from new at time of purchase. Since acquisition the vehicle has been kept in heated and dehumidified storage, with just 75 dry miles having been added whilst maintaining the vehicle in showroom condition. The present total mileage from new now reads 1,156 miles. Meticulously maintained by the vendor's own in-house mechanical engineers, the vehicle presents 'as new', with no known faults or issues.

Finished in Guards Red with Linen leather interior and black hood, this rare and highly collectible modern Porsche is offered complete with all handbooks, tools, spare keys, service and maintenance records, previous and present MoT (expiry June 2015) and V5C registration document.

£100,000 - 130,000
€120,000 - 160,000





390
1962 MESSERSCHMITT KR200
 Registration no. 376 MJO
 Chassis no. 78174
 Engine no. 3383434



Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style.

Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Later models carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made.

The outstanding Messerschmitt KR200 offered here was supplied new in 1962 by John Avery & Son of Oxford. Kept on the road by the first owner until 1974, by which time it had covered only 8,000 miles, the Messerschmitt was then sold to the Sharp Family Collection Museum where it was kept until 2005 when the collection was sold. Since then it has been sympathetically re-commissioned and professionally re-sprayed to return it to pre-museum, scratch-free condition. In 2011, '376 MJO' completed a run to Remagen in Germany together with nine other Messerschmitts without missing a beat. The current odometer reading is 10,200.

We are advised that the car is totally rust free and still retains its original interior, dome, dealer's label, tax disc holder and key fob. Probably one of the best and most original of its kind in existence, this beautiful KR200 is offered with old-style logbook, current road fund licence, V5 registration document and fresh MoT.

£20,000 - 30,000
€25,000 - 37,000

MOTORING

SALES DIARY 2014

- | | |
|---------------------------|---|
| 12 July | The Mercedes-Benz Auction Mercedes-Benz Museum Stuttgart, Germany |
| 14 & 15 August | Quail Lodge Auction Collectors' Motor Cars, Motorcycles and Automobilia Carmel, California, USA |
| 6 September | The Beaulieu Sale Collectors' Motor Cars, Motorcycles and Automobilia The National Motor Museum, Hampshire, UK |
| 13 September | The Goodwood Revival Sale Collectors' Motor Cars and Automobilia Goodwood Motor Circuit, Chichester, UK |
| 10 October | The Zoute Grand Prix Sale Collectors' Motor Cars and Automobilia Zoute, Belgium |
| 19 October | The Autumn Stafford Sale Collectors' Motorcycles and Related Memorabilia Stafford, UK |
| 31 October | The Veteran Sale Veteran Motor Cars and Related Automobilia New Bond Street, London, UK |
| 12 November | The Harrogate Sale Collectors' Motor Cars, Motorcycles and Automobilia Harrogate, UK |
| 30 November | The New Bond Street Sale Important Collectors' Motor Cars and Automobilia London, UK |
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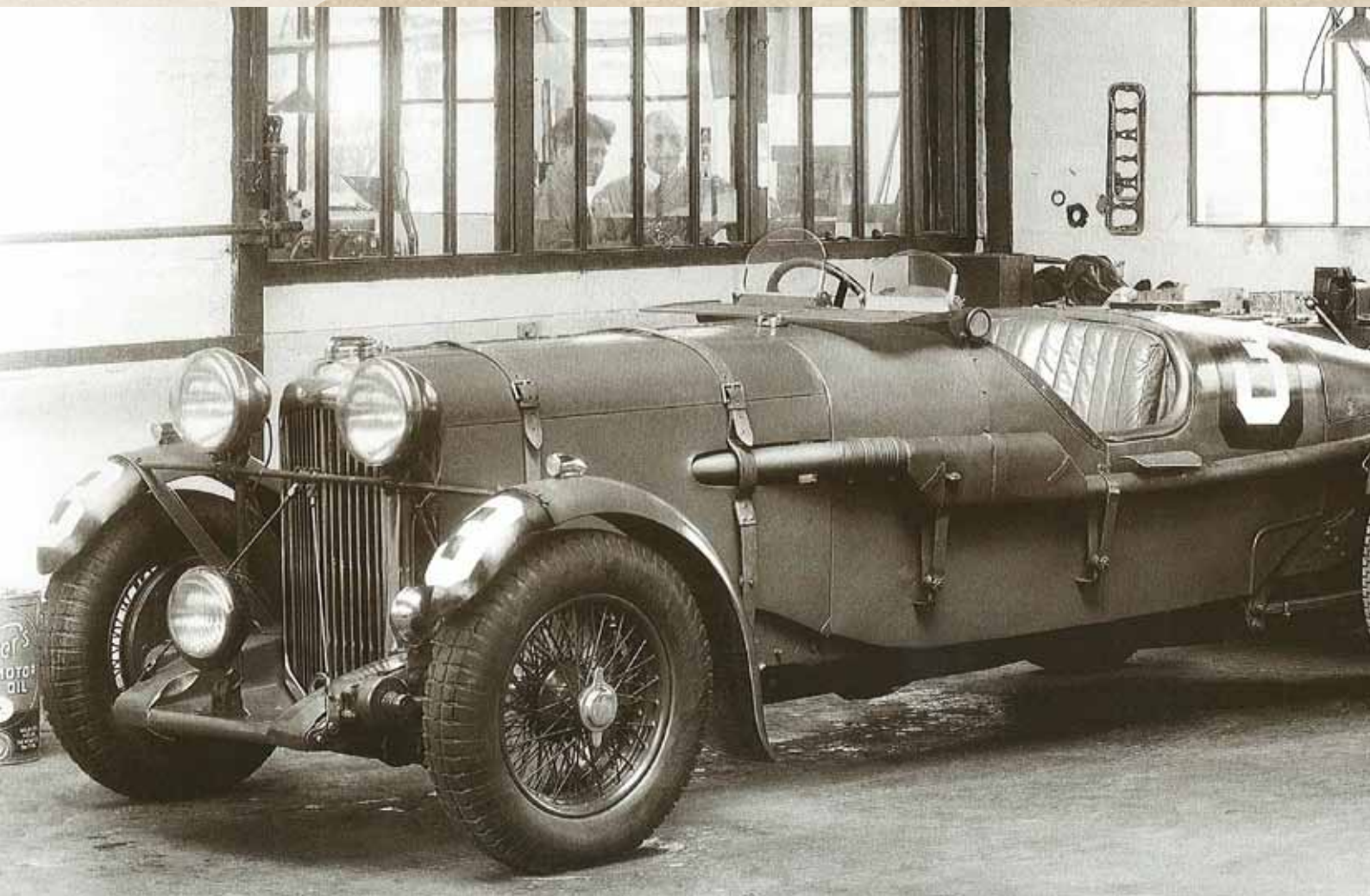


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1930 OM 665 SS MM SUPERBA 2.3 LITRE SUPERCHARGED
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A regularity rally and 'ballade' limited to 150 classic cars manufactured between 1920 and 1965, with start and finish in Knokke – Le Zoute.
- ZOUTE TOP MARQUES®** – 9-12 October 2014
Podiums with the latest and most exclusive modern cars, which will be displayed along the Kustlaan and Albertplein in Le Zoute.
- ZOUTE SALE® - by Bonhams** – 10 October 2014
A prestigious international auction of fine and rare collectors motor cars to be held on the central Albertplein in Le Zoute.
- ZOUTE CONCOURS D'ELEGANCE®** – 12 October 2014
The fourth edition of the Concours d'Elegance will take place at the fairway of the prestigious Royal Zoute Golf Club where a limited number of quality entries in pre and post war classes will be selected by the organising committee and judged by an international jury.
- ZOUTE GT TOUR®** – 12 October 2014
A tour for 150 of the most exclusive modern GT's younger than 10 years, starting from Brussels, Antwerp or Gent area to Knokke – Le Zoute.



ZOUTE GRAND PRIX

KNOKKE LE ZOUTE - BELGIUM

9-12 OCTOBER 2014

5th EDITION

THE ZOUTE GRAND PRIX
2013 KNOKKE - ZOUTE 2013



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THE BEAULIEU SALE

Collectors Motorcycles,
Motor Cars and Automobilia

The National Motor Museum

Beaulieu, Hampshire

Saturday 6 September 2014

ENTRIES NOW INVITED

We are now consigning entries
for our forthcoming Beaulieu sale.
For details of how to take part
please contact the department.

ENQUIRIES

Motor Cars (London)

+44 (0) 20 7468 5801

ukcars@bonhams.com

Catalogue

+44 (0) 1666 502 200

subscriptions@bonhams.com



1934 SS1 SALOON

£45,000 - 65,000

Bonhams

ENTERTAINMENT MEMORABILIA

Wednesday 25 June 2014 at 12pm
Knightsbridge, London

PETE TOWNSHEND / THE WHO

A cherry red Gibson SG Special guitar
serial number 884484 stamped 2
circa late 1967
owned and played by Pete Townshend
£30,000 - 40,000

ENQUIRIES

katherine.schofield@bonhams.com
+44 (0) 20 7393 3871

VIEWINGS

Sunday 22 June 11am to 3pm
Monday 23 June 9am to 4.30pm
Tuesday 24 June 9am to 4.30pm
Wednesday 25 June 9am to 10am



Bonhams

**POST-WAR &
CONTEMPORARY ART**

Wednesday 2 July 2014
New Bond Street, London

FRANK AUERBACH (B. 1931)

Head of J.Y.M.

1992

oil on board

60 by 50.8 cm. (23 5/8 by 20 in.)

£300,000 - 500,000

US\$500,000 - 840,000

ENQUIRIES

+44 (0) 20 7468 5837

giacomo.balsamo@bonhams.com



Bonhams

LONDON

bonhams.com/contemporary

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.

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Photo: John Retter

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The Endurance Rally Association
Home of the Peking to Paris Rally



A Great British Vintage Rally

Set for April 2015, an all-new route carves its way northwards to finish at Gleneagles, having taken in the Yorkshire Moors; Oliver's Mount hillclimb, Scarborough; Whitby; a splash to the Holy Island of Lindisfarne, tide permitting; Gosforth Park and the Scottish Borders.

From the organisers of over 65 international rallies and home of the Peking to Paris, the 6th Classic Safari, and next year's 2nd Trans-America.

Four nights hotels for a crew of two is included, plus, new this year, a practice Regularity time-trial for newcomers at an old manor house between Leeds and Harrogate prior to the Start of another great competitive adventure.

Supported by:

Bonhams 1793

The premier rally for pre-war Vintageants, now in its seventh edition, is open to entries. Recently it's been heavily over-subscribed, so don't delay contacting the Endurance Rally Association for a free information pack.

Contact Philip Young, Jane, Georgina and Annette or check out the history of this fabulous event on our website T: 01235 831221 E: admin@endurorally.com
www.endurorally.com



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At Aston Martin Works we greet every car that returns to us with an equal sense of pride and enthusiasm. These sports cars make up our automotive family, and when they come back to us it feels like they are coming home. An authentic Aston Martin Works restoration uses the same artisan skills, tools and materials, delivered with the same attention to detail and passion as the day the car was built; all provided at a fixed price.

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Email: enquiry@astonmartin.com

www.astonmartinworks.com

EXPERIENCE MATTERS



The Aston Martin Heritage Trust

The Aston Martin Heritage Trust, a registered charity, is the official archive of Aston Martin and aims to preserve and promote all things related to the marque. Its unique and ever-growing collection is available for research and educational purposes. The Museum & Archive comprises rare examples of Aston Martins, original Works drawings, photographs, engineering displays, racing trophies, a notable collection of scale models and other related memorabilia, all housed in a 15th century Barn.

The Trust and the Aston Martin Owners Club share this Barn as joint headquarters.

Our Museum is open to the public Monday to Friday 10.00 to 16.30 and the Archive by appointment.

Admission fees will apply—Members FREE



The Aston Martin Heritage Trust, Drayton St. Leonard, Wallingford. OXON. OX10 7BG
+44 (0) 1865 400414 or visit our website www.amht.org.uk

AT THE CENTRE OF THINGS FOR 80 YEARS



JOIN US IN OUR ANNIVERSARY YEAR!

AS A COMPETITOR OR SPECTATOR AT OUR RACE, HILL CLIMB AND SPRINT EVENTS IN YOUR PRE AND POST WAR CARS

| | | | |
|------------|---|------------|--|
| 12-13 APR | SILVERSTONE 'SPRING START' RACE MEETING | 6 JULY | SHELSLEY WALSH HILL CLIMB |
| 4 MAY | CURBOROUGH SPEED TRIALS | 19 JULY | DONINGTON PARK RACE MEETING |
| 11 MAY | WISCOMBE PARK HILL CLIMB | 1-3 AUG | PRESCOTT SPEED HILL CLIMB Featuring 80th Anniversary Hill Climb (Fri) |
| 7 JUNE | CADWELL PARK RACE MEETING | 7 AUG | SANTA POD RACEWAY 80th ANNIVERSARY STRAIGHT-LINE SPRINT |
| 8 JUNE | HAREWOOD HILL CLIMB (VSCC Classes at BARC Hill Climb) | 13-14 SEPT | LOTON PARK HILL CLIMB |
| 14-15 JUNE | BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL including VSCC Speed Trials at Mercedes Benz World (Sat) | 28 SEPT | SNETTERTON RACE MEETING |
| 28-29 JUNE | PEMBREY SPRINT AND PRE-WAR TEAM RACE (Sat) RACE MEETING (Sun) | 5 OCT | CASTLE COMBE AUTUMN CLASSIC (Pre-war Sports-Cars) |
| | | 25 OCT | GOODWOOD AUTUMN SPRINT |

FOR MORE INFORMATION AND TO JOIN,
VISIT www.VSCC.co.uk



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THE QUAIL, A MOTORSPORTS GATHERING

FRIDAY, AUGUST 15, 2014 | QUAIL LODGE & GOLF CLUB | CARMEL, CA



Jacob Miller

CALLING ALL CARS!

The Quail, A Motorsports Gathering is excited to announce its 2014 featured classes! We invite you to participate in one of the world's most exclusive concours held during Monterey Car Week by entering a vehicle from your collection.

2014 CELEBRATED THEMES:

100th Anniversary of Maserati | Competition Mustangs | A Tribute to India | Rock 'n' Roll | Additional to be announced!

TRADITIONAL CLASSES:

Super Cars | Pre-War Sports and Racing | Post-War Racing | Post-War Sports | The Great Ferraris | Sports and Racing Motorcycles

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

NOTICE TO BIDDERS

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

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

1. OUR ROLE

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

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

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not 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 (only available on lots with a low estimate greater than £400)

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.

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases;

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: 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;

Sterling travellers cheques: you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using 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;

Union Pay cards: these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are 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

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct

of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department.

Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

~ 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 or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams' opinion* about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams' possession* or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams' custody* and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams' instructions* or requirements.
- 7.4 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

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| 8 | FAILURE TO PAY FOR THE LOT | | <p>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.</p> | | <p>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>.</p> |
| 8.1 | <p>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):</p> | 9 | THE SELLER'S LIABILITY | 10.3 | <p>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.</p> |
| 8.1.1 | <p>to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p> | 9.1 | <p>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>.</p> | 10.4 | <p>Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.</p> |
| 8.1.2 | <p>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;</p> | 9.2 | <p>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.</p> | 10.5 | <p>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.</p> |
| 8.1.3 | <p>to retain possession of the <i>Lot</i>;</p> | 9.3 | <p>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>,</p> | 10.6 | <p>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.</p> |
| 8.1.4 | <p>to remove and store the <i>Lot</i> at your expense;</p> | 9.3.1 | <p>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>;</p> | 10.7 | <p>The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p> |
| 8.1.5 | <p>to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p> | 9.3.2 | <p>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;</p> | 10.8 | <p>In the <i>Contract for Sale</i> "including" means "including, without limitation".</p> |
| 8.1.6 | <p>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;</p> | 9.3.3 | <p>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.</p> | 10.9 | <p>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.</p> |
| 8.1.7 | <p>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;</p> | 9.4 | <p>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.</p> | 10.10 | <p>Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p> |
| 8.1.8 | <p>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;</p> | 10 | MISCELLANEOUS | 10.11 | <p>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>.</p> |
| 8.1.9 | <p>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</p> | 10.1 | <p>You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p> | 10.12 | <p>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.</p> |
| 8.1.10 | <p>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.</p> | 10.2 | <p>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</p> | | |
| 8.2 | <p>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.</p> | | | | |
| 8.3 | <p>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</p> | | | | |

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.

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| 6 | RESPONSIBILITY FOR THE LOT | 7.2 | You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you. | 9.2.2 | you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and |
| 6.1 | Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you. | | | 9.2.3 | within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> . |
| 6.2 | You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> . | | | 9.3 | Paragraph 9 will not apply in respect of a <i>Forgery</i> if: |
| 7 | FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS | 7.3 | If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us. | 9.3.1 | 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; | | | | |
| 7.1.2 | to retain possession of the <i>Lot</i> ; | | | | |
| 7.1.3 | to remove, and/or store the <i>Lot</i> at your expense; | | | | |
| 7.1.4 | to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract; | 8 | CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT | 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> . |
| 7.1.5 | to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment; | 8.1 | Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may: | 9.5 | 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> . |
| 7.1.6 | to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof; | 8.1.1 | retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or | 9.6 | The benefit of paragraph 9 is personal to, and incapable of assignment by, you. |
| 7.1.7 | to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so; | 8.1.2 | deliver the <i>Lot</i> to a person other than you; and/or | 9.7 | If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease. |
| 7.1.8 | to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full; | 8.1.3 | commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or | 9.8 | 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> . |
| 7.1.9 | 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 | The discretion referred to in paragraph 8.1: | | |
| 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; | 8.2.1 | may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and | 10 | OUR LIABILITY |
| 7.1.11 | refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> . | 8.2.2 | will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim. | 10.1 | We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> . |
| | | 9 | FORGERIES | 10.2 | Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by: |
| | | 9.1 | We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9. | 10.2.1 | handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or |
| | | 9.2 | Paragraph 9 applies only if: | | |
| | | 9.2.1 | your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and | | |

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" a person who has completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"**Buyer's Agreement**" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"**Buyer's Premium**" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"**Catalogue**" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

"**Commission**" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"**Condition Report**" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"**Conditions of Sale**" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"**Consignment Fee**" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"**Consumer**" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"**Contract Form**" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"**Contract for Sale**" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"**Contractual Description**" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

"**Description**" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"**Entry**" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"**Estimate**" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

"Withdrawal Notice" the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

"Without Reserve" where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "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.

| | | | |
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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

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

If successful

I will collect the purchases myself
 Please contact me with a shipping quote (if applicable)

| | | | | | | | | | | | | | | | |
|--|--|--|--|-----------------------|---------------------------------|----------------------------------|---|--------------------------|----------------------------------|-----------------------------|------------------------------------|---|--|------------------------------|--|
| Sale title: Goodwood Festival of Speed | | Sale date: 27 June 2014 | | | | | | | | | | | | | |
| Sale no. 21906 | | Sale venue: Goodwood, Chichester | | | | | | | | | | | | | |
| <p>If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p> | | | | £10 - 200by 10s | £10,000 - 20,000by 1,000s | £200 - 500by 20 / 50 / 80s | £20,000 - 50,000by 2,000 / 5,000 / 8,000s | £500 - 1,000by 50s | £50,000 - 100,000by 5,000s | £1,000 - 2,000by 100s | £100,000 - 200,000by 10,000s | £2,000 - 5,000by 200 / 500 / 800s | above £200,000at the auctioneer's discretion | £5,000 - 10,000by 500s | |
| £10 - 200by 10s | £10,000 - 20,000by 1,000s | | | | | | | | | | | | | | |
| £200 - 500by 20 / 50 / 80s | £20,000 - 50,000by 2,000 / 5,000 / 8,000s | | | | | | | | | | | | | | |
| £500 - 1,000by 50s | £50,000 - 100,000by 5,000s | | | | | | | | | | | | | | |
| £1,000 - 2,000by 100s | £100,000 - 200,000by 10,000s | | | | | | | | | | | | | | |
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NOTES

MOTOR CAR INDEX

| Lot No | Year | Model | Lot No | Year | Model |
|--------|---------|--|--------|-----------|--|
| 363 | 1958 | AC Ace Roadster | 360 | 1966 | Ford Lotus Cortina MkI Sports Saloon |
| 353 | 1964 | AC Cobra Mk II Roadster | 336 | 1975 | Ford Escort RS1800 Rally Car |
| 382 | 1989 | AC Cobra MkIV Roadster | 338 | 1924 | Hispano-Suiza H6C 8.0-Litre Short Chassis Sports |
| 387 | 1964 | Alfa Romeo Giulia 1600 Spider | 323 | 1938 | Horch 930V Sports Saloon |
| 367 | 1965 | Alfa Romeo Giulia Sprint GTA Competition Saloon | 340 | 1956 | HRG Twin Cam Roadster |
| 354 | 1952 | Allard K2 Roadster | 341 | 1930 | Invicta 4½-Litre S-Type Low-chassis Drophead Coupé |
| 311 | 1937 | Alta Supercharged Voiturette Racing Single-Seater | 374 | 1967 | Iso Grifo 5.4-Litre Coupé |
| 308 | 1938 | Alta Sports Supercharged Sports Two-Seater | 321 | 1937 | Jaguar 2½-Litre Roadster |
| 351 | 1935 | Aston Martin Ulster Post-Vintage Competition Sports | 366 | 1953 | Jaguar XK120 Drophead Coupé |
| 357 | 1939-40 | Aston Martin Atom Factory Prototype Concept Car | 386 | 1955 | Jaguar XK140 Drophead Coupé |
| 385 | 1956 | Aston Martin DB2/4 MkII 3.7-Litre Coupé | 334 | 1960 | Jaguar XK150S 3.8-Litre Drophead Coupe |
| 380 | 1957 | Aston Martin DB2/4 MkII Saloon | 364 | 1961 | Jaguar E-Type Series 1 'Flat Floor' 3.8-Litre Coupé |
| 316 | 1959 | Aston Martin DBR4/250 Formula 1 Monoposto Re-creation | 388 | c.1962 | Jaguar E-Type 3.8-Litre 'Evolution' Roadster |
| 319 | 1963 | Aston Martin DB4 Convertible | 303 | 1964 | Jaguar E-Type Series 1 3.8-Litre Roadster |
| 383 | 1966 | Aston Martin DB6 MkI Saloon | 328 | 1966 | Jaguar E-Type Series 1 4.2-Litre 2+2 Coupé |
| 370 | c.1967 | Aston Martin DB6 MkI Saloon | 312 | 1965 | Kincraft-Ford Formule Libre Racing Single-Seater |
| 347 | 1955 | Austin-Healey 100M BN2 Roadster | 355 | 1939 | Lagonda V12 Drophead Coupé |
| 331 | 1955 | Austin-Healey 100S Sports Racing Two-Seater | 314 | 1939 | Lagonda V12 Saloon |
| 339 | 1960 | Austin-Healey 3000 MkI Competition Roadster | 337 | 1975 | Lamborghini Countach LP400 'Periscopio' Coupé |
| 315 | 1927 | Bentley 3¼½-Litre Open Tourer | 352 | 1983 | Lamborghini Countach LP500S Coupé |
| 324 | 1929 | Bentley 4½-Litre Sports 'Bluebell' | 384 | 1993 | Lamborghini Diablo VT Coupé |
| 335 | 1930 | Bentley Speed Six Tourer | 343 | 1958 | Lancia Aurelia B20GT 6th-Series Coupe |
| 371 | 1931 | Bentley 4½-Litre Supercharged Tourer | 345 | 1965 | Lola-Chevrolet T70 Group 7 Sports-Racing Spyder |
| 349 | 1931 | Bentley 8-Litre Sports Tourer | 305 | 1960 | Lotus LX Grand Touring Two-Seater |
| 372 | 1961 | Bentley Continental Drophead Coupé | 362 | 1964 | Lotus 30 Mk 1 Two Seater Sports Racer |
| 322 | 2001 | BMW Z8 Convertible with Hardtop | 342 | 1968-69 | Lotus-Cosworth Ford Type 49B Formula 1 Single-Seater |
| 365 | 1960 | Bristol 406 Zagato Sports Saloon | 348 | 1970 | Lotus Elan S4 'Sprint' Drophead Coupé |
| 318 | 1925 | Bugatti Type 23 Brescia Torpedo | 346 | 1976 | March-Cosworth 761 Formula 1 Racing Single Seater |
| 378 | 1972 | Chevron-Ford B20 Racing Single-Seater | 304 | 1974 | Maserati Bora 4.7-litre Coupé |
| 327 | 1963 | Daimler SP250 Roadster | 373 | 1938/1943 | Mercedes-Benz 540K Panzer-Limousinen |
| 317 | 1939 | Darracq T120 Major 3-Litre Three-position Drophead Coupé | 390 | 1962 | Messerschmit KR200 |
| 375 | 1962 | Davies Special 'Can-Am' Sports-racer | 332 | 1930 | MG M-Type Midget 'Double Twelve' Le Mans Sports |
| 329 | 1902 | De Dietrich 16hp "Paris-Vienna" Rear-Entrance Tonneau | 310 | 1934 | MG Magnette ND/NE Racing Special |
| 356 | 1965 | De Tomaso Vallelunga Competizione Mid-Engined Coupé | 381 | 1936 | MG Midget PB Supercharged Sports |
| 309 | 1936 | Delahaye 3.6-Litre Type 135S Replica Sports | 325 | 1987 | Nissan R87E Group C Sports Prototype |
| 302 | 1962 | Facel Vega II Coupé | 377 | 1960 | Porsche 1600 Super Cabriolet |
| 307 | 1966 | Felday 5 Group 7 Sports-Racing Prototype | 369 | 1969 | Porsche 911T 2.0-Litre Coupé |
| 306 | 1966 | Felday-BRM 4 Group 7 Sports-Racing Prototype | 389 | 1989 | Porsche 911 'Wide Body' Speedster |
| 379 | 1949 | Ferrari Tipo 166 Inter Coupé | 344 | 1912 | Rolls-Royce 40/50hp Silver Ghost Cabriolet |
| 320 | 1954 | Ferrari 4.9-Litre 375-Plus Two-Seat Spider Competizione | 358 | 1935 | Scuderia Milano Ruggeri-Speluzzi 2.5-Litre Formula 1 Project |
| 326 | 1966 | Ferrari 275GTB Long Nose Alloy Berlinetta | 301 | 1951 | Tojeiro-MG Sports |
| 333 | 1966 | Ferrari 275GTS | 376 | 1993 | Toyota Celica ST185 Turbo 4WD Group A Rally Car |
| 368 | 1973 | Ferrari 365GTB/4 'Daytona' Berlinetta | 361 | 1990 | Volkswagen Golf G60 Rallye Group A |
| 359 | 1973 | Ferrari Dino 246GTS | | | |
| 350 | 1988 | Ferrari Testarossa Coupé | | | |
| 330 | 1990 | Ferrari F40 Berlinetta | | | |







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