

# Bonhams

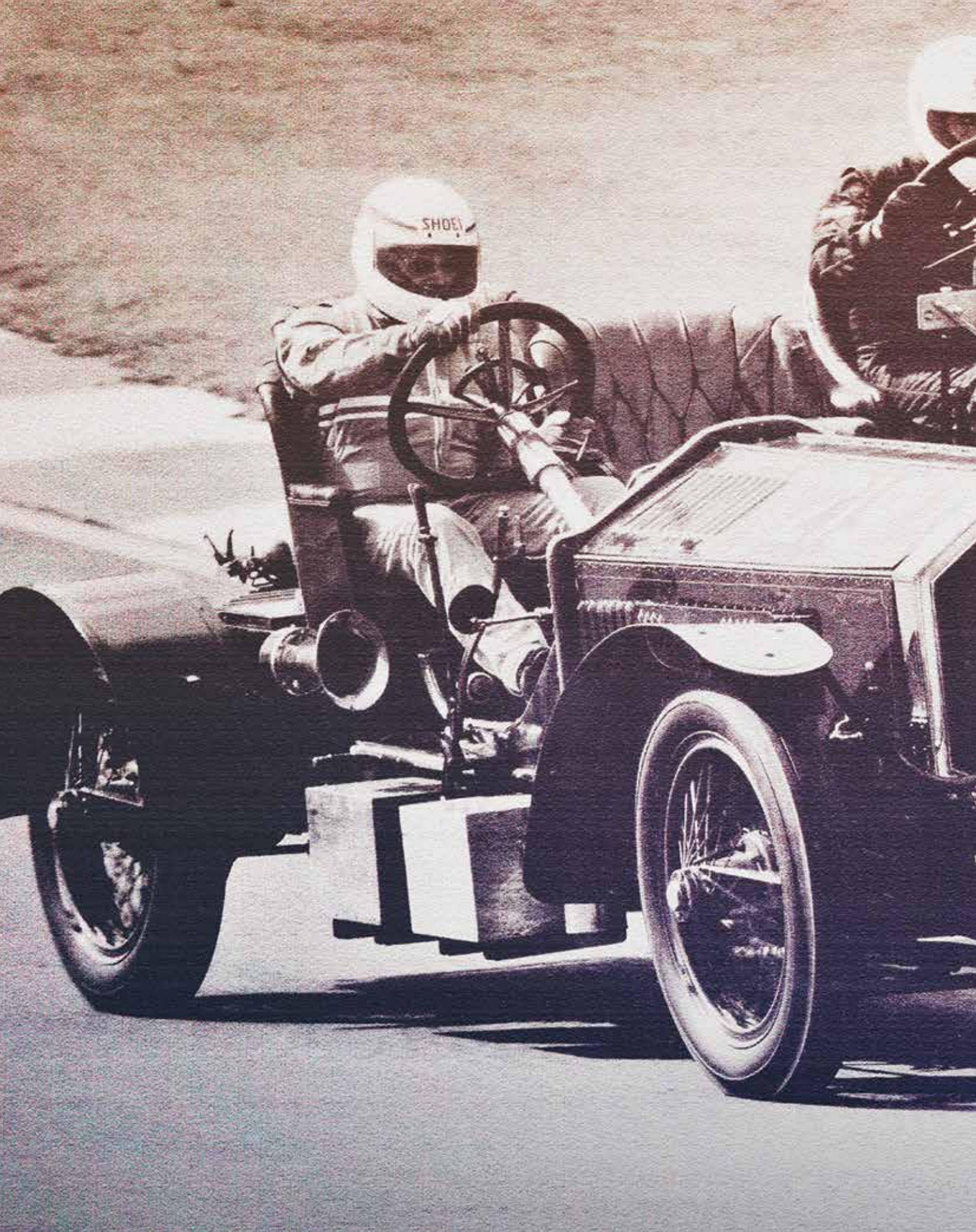


## GOODWOOD FESTIVAL OF SPEED SALE

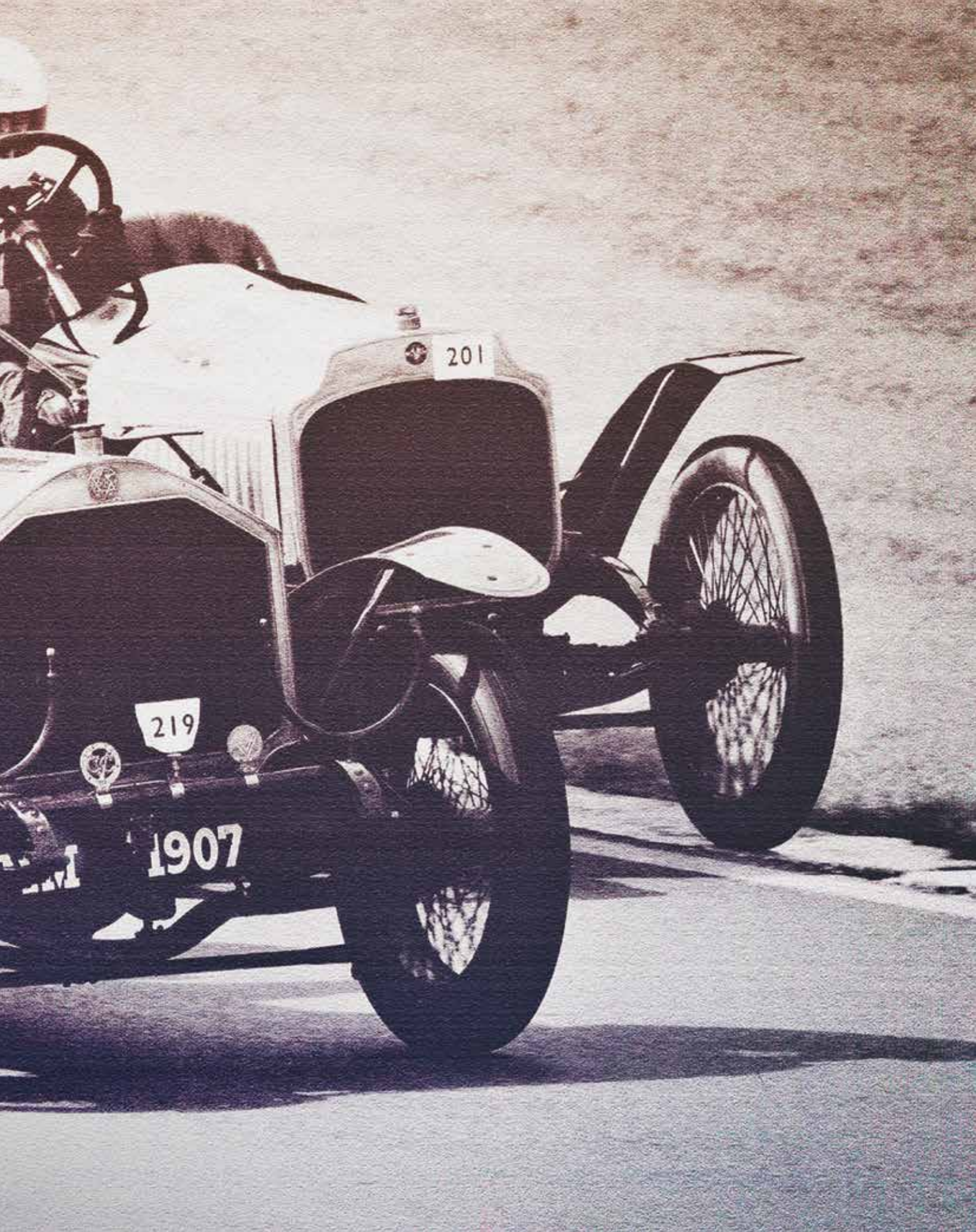
Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | 5 July 2019











**ACKSON**

**TUNED AND  
MAINTAINED  
FOR THE  
ROAD & TRAC**





# GOODWOOD FESTIVAL OF SPEED SALE

## Important Collectors' Motor Cars and Automobilia

Chichester, Sussex | Friday 5 July 2019 at 11:00 and 14:00

### VIEWING

Thursday 4 July 10:00 to 17:30  
Friday 5 July from 09:00

### SALE

Friday 5 July  
Automobilia 11:00  
Vehicle Registration Numbers  
immediately follow automobilia  
Motor Cars 14:00

### SALE NUMBER

25453

### CATALOGUE

£50.00 + p&p

### REGISTRATION IMPORTANT NOTICE

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

To bid live online and / or leave internet bids please go to [www.bonhams.com/auctions/25453](http://www.bonhams.com/auctions/25453) and click on the Register to bid link at the top left of the page.

### Bonhams 1793 Limited

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

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

### BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
[bids@bonhams.com](mailto:bids@bonhams.com)

To bid via the internet please visit  
[www.bonhams.com](http://www.bonhams.com)

### Live online bidding is available for this sale

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

Please note that bids should be submitted no later than 16:00 on Thursday 4 July. Thereafter bids should be sent directly to the Bonhams office at the sale venue. [bids@bonhams.com](mailto:bids@bonhams.com)

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

### IMPORTANT INFORMATION

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

### ENQUIRIES

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

Automobilia &  
Vehicle Registration Numbers  
+44 (0) 8700 273 619  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

### SPECIALISTS

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Malcolm Barber  
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[malcolm.barber@bonhams.com](mailto:malcolm.barber@bonhams.com)

### CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00  
+44 (0) 20 7447 7447

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

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

### ILLUSTRATIONS

Front cover: Lot 345  
Back cover: Lot 323

### 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 obtained at the Goodwood Festival of Speed it will not have admission tickets included.

This catalogue does not admit the holder to the Festival of Speed on Saturday 6 July or Sunday 7 July.





# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

### PLEASE NOTE FROM THE 4 MARCH 2019:

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

### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

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

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

## Damage

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

## Methods of Payment

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

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

### Bonhams preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows:  
Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank Account  
Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice. Payment may also be made by one of the following methods:

- **Cash:** You may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

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

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

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

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

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

## NOVA (Notification of Vehicle Arrivals)

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

### EU Imports

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

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

### Non-EU Imports

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

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:

† VAT at 20% on hammer price and buyer's premium

Ω VAT on imported items at 20% on hammer price.

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

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

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

## NMT

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

## Keys and Documents

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



# Guide for Buyers

## Do I need to bring my catalogue to the sale?

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

## How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

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

## How fast will the auctioneer go?

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

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

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

## Are there any warranties offered with the vehicles?

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

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

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

## V5C Registration Document procedures

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to.

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

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

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

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

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

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

All registration document enquiries should be directed to Olive Spurrier.

## How can I pay?

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

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

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

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

We accept the following methods of payment.

**Bonhams preferred payment method is by bank transfer.**

### Bank transfer

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

### Payment by card

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

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

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

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

## Payment by cheque

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

## Payment by cash

We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins or notes.

## Are there any other charges?

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

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

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

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

## When can I clear my purchases?

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

**N.B. Clients cannot pay for purchases on Saturday 6 or Sunday 7 July at the local store.**

Payment can be taken between 9am and 12pm on Monday 16 July at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility.

## Can someone deliver the vehicle for me?

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

## IMPORTANT V5/V5C INFORMATION

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



# Bonhams Motoring International Specialist Team

## United Kingdom



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Richard Stafford



Ben Adams



James Knight



Malcolm Barber

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Gregory Tuytens



Paul Gaucher



Gregor Wenner



François Tasiaux



Michael Haag

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## West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

### West Coast Motor Cars

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usacars@bonhams.com

## East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

### East Coast Motor Cars

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## Additional contacts

### Automobilia

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Adrian Pipiros  
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### Automobilia Administrator

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james.garguilo@bonhams.com

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

### Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

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+1 (415) 861 8591 fax

# Collections

## Automobilia

All purchased lots must be collected from the sale venue by 6pm on the day of sale.

All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:  
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Tuesday 9 July

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

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

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

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

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

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

## Motor Cars

Vehicles must be collected from the local store by 12 noon on Monday 8 July after which they will be uplifted to store by Straight Eight Logistics to their storage facility.

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

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

### Removal and Storage of Vehicles

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

### Vehicle Removal charges

£260 + VAT per vehicle

### Vehicle Storage charges

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

### Thereafter

£10 + VAT per motor car per day

## Transport and Shipping

A representative of Straight Eight Logistics, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

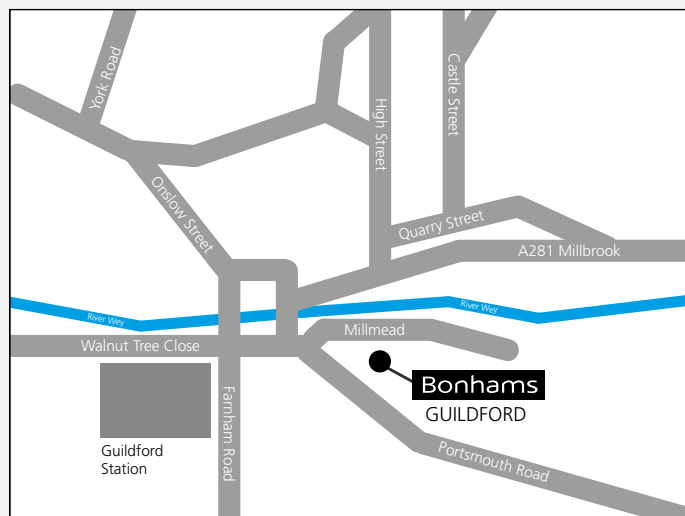
Straight Eight Logistics  
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Ampress Park  
Lymington, SO41 8LZ  
+44 (0) 20 3540 4929  
[transport@straighteightlogistics.com](mailto:transport@straighteightlogistics.com)  
[www.straighteightlogistics.com](http://www.straighteightlogistics.com)

## Motor Car Presentation

Chris Bailey, Showcase SVS  
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[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

## Photography

Simon Clay  
Tom Wood  
Neil Fraser  
Roger Dixon (Automobilia)

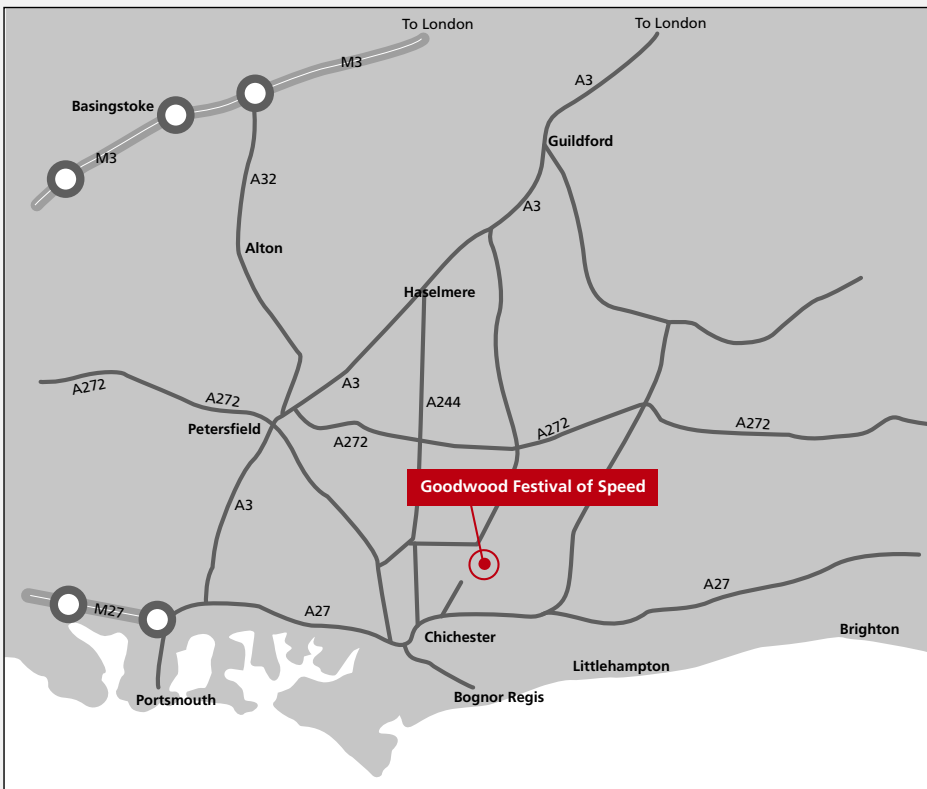




# Directions to Goodwood

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 Festival of Speed. Please ensure you give yourself adequate time to get from the public car parks to the Bonhams sale marquee.



# AUTOMOBILIA

11am

Lots 1 - 189

# VEHICLE REGISTRATION NUMBERS

Lots 201 - 219







1



2



3



5



6



4

**1 A PORSCHE 911/912 ORIGINAL TOOL ROLL WITH TOOLS,**

black vinyl roll with catches, containing four C-spanners, two red plastic-handled screwdrivers, one flat-head and one cross-head, adjustable wrench, spark plug spanner, wheel nut spanner, pliers, and a Messko tyre pressure gauge in plastic wallet, used condition.

£1,000 - 1,200  
€1,100 - 1,400

2

**A FERRARI 328/TESTAROSSA TOOL ROLL,**

black vinyl roll with pop-stud fastening, containing three orange plastic-handled screwdrivers, eight Ferrari Chrom Vanadium C-spanners, Ferrari Kravm pliers with red-plastic grips, Vanadium USAG Extra ratchet with extension and 18mm attachment, and a tow hitch, seemingly complete and in good overall condition with remains of Ferrari label numbered 'F.110 500' to case.

£1,200 - 1,600  
€1,400 - 1,800

3 ♦

**BERNARD RUBIN'S BENTLEY TOOL BOX,**

formerly the property of the 1928 Le Mans Winner and co-driver with Woolf Barnato in the 4½ Litre, and 'Bentley Boy', constructed from oak by S Smith & Sons (Motor Accessories) Ltd of Cricklewood, with lid and detachable front panel opening to reveal interior with graduated drawers for tools and smaller spare parts, with Bentley motif engraved 'B. Rubin - Queensland' to the lid with Winged 'B' motif to the front panel, 51cm wide x 37cm high, complete with two keys.

(3)  
£2,500 - 3,500  
€2,800 - 3,900

4

**A FERRARI 365 GTB/4 'DAYTONA' CASED TOOL KIT, CIRCA 1969,**

attaché style black vinyl case with black plastic handle and Cavallino logo to lid, opening to interior with two plastic trays fitted with eight Everest C-spanners, pliers, Weber carb key, four orange plastic-handled screwdrivers, spark plug wrench, oil filter wrench, two Champion spark plugs, five spare bulbs, a boxed Philips halogen bulb, and three fuses (two missing), in used condition with some splitting to trays and some deterioration to foam padding in lid, the case 30cm wide and offered with two keys.

£3,500 - 4,500  
€3,900 - 5,100

5

**A TOOLKIT FOR A FERRARI 275 GTB,**

comprising black tool bag with tan leather straps housing Beta Wrenches N.55 complete set, pliers, Carello oil filter wrench, Weber carburettor wrench, spark plugs wrench 20.8, screwdriver V 12000 set, screwdriver wood handled set, hammer steel 500g, hammer lead, Pirelli fan belt, Bellux roadside reflector in original plastic sleeve (sleeve repaired), the side pocket housing Battaini jack with ratchet and handle and hub-puller; a near complete set (lacking plastic bulb/fuses box), used, suitable for concours events.

£5,000 - 7,000  
€5,600 - 7,900



7



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6  
**A RARE FERRARI 250 COMPLETE TOOL ROLL,**  
 for 'outside plug' cars, to include GTE, Lusso, SWB, TDF, PF Coupe and GTO models, comprising black tool bag with tan leather straps housing, 8 Beta Wrenches N.55 complete set, 190mm pliers, Carello oil filter wrench, Weber carburettor key, 2 wooden handled screwdrivers, steel 500g hammer, lead knock-off wheel spinner mallet, grease gun with detachable extension nozzle, Pirelli fan belt in cardboard sleeve, the large side pocket housing M. Riganti pillar jack, hub puller and T-handle spark plug wrench; a complete set, used, suitable for concours to complete your car to factory delivery standard.

(Qty)  
**£19,000 - 22,000**  
**€21,000 - 25,000**

7 ♦♦  
**A LARGE 'JAGUAR SALES & SERVICE' DOUBLE-SIDED HANGING SIGN,**  
 steel frame surround, fitted with two shaped steel enamelled panels in brown on cream enamel and featuring the 'Growling Jaguar' emblem, panels in good order with rich colours, measuring 105 x 99cm overall, with two steel hooks for hanging and chain.

(2)  
**£1,000 - 1,200**  
**€1,100 - 1,400**

8 ♦  
**A 'FERRARI SERVICE' ILLUMINATING SIGN,**  
 single-sided, alloy case with rounded corners, moulded plastic panel with black lettering, some raised, on yellow ground with white edging and featuring the Prancing Horse logo, with lugs for wall mounting, 52 x 76cm, wired for illumination.  
**£1,000 - 1,200**  
**€1,100 - 1,400**

9 ♦♦  
**A LARGE 'FERRARI' WALL-MOUNTING LETTER SIGN,**  
 seven individual 3-dimensional letters in bright yellow Perspex with metal back-plates with holes for wall mounting, comprising upper-case 'F', with long upper bar, in two parts and damaged at join with taped repair, 60 x 248cm, and six remaining lower-case letters, each 46cm high, 10.5cm thick, some taped at joins in places, originally illuminating and each with internal strip lighting and remains of wiring but would require rewiring for illumination, to make sign measuring approximately 60 x 274cm overall.

(8)  
**£1,000 - 1,200**  
**€1,100 - 1,400**

10  
**A NARDI WOOD-RIMMED STEERING WHEEL FOR FERRARI 250,**  
 three-spoke wheel with wooden rim and grip, some wear, 42cm diameter.  
**£1,800 - 2,400**  
**€2,000 - 2,700**

11  
**A PAIR OF NERO-LEMANIA RALLY CHRONOGRAPH STOPWATCHES, CIRCA 1966,**  
 Type MG1134 stopwatches, chromed cases, Swiss movement, each 12-hours, one with white dial, the other silvered, with subsidiary dials and split seconds hand, and in working order, contained in alloy cases linked with stop/start bar with lever and each with individual crescent lever, fixed within hinged Perspex case for interior mounting, a pair of alloy brackets and a wooden outer frame, originally the property of a J.M.Brewster Esq, and offered together with National Physical Laboratory Test Certification papers and subsequent overhaul and repair invoices by Guignard & Golay of London.  
 (Qty)  
**£3,000 - 4,000**  
**€3,400 - 4,500**





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12 ♦♦

**COSWORTH XG 3.0 LITRE V8 COMPONENTS, NEW IN ORIGINAL COSWORTH BOXES, ENGINE NUMBER XG0001/11-341**

major components will form the basis of an engine build, comprising block and sump assembly, set of cylinder liners, crankshaft, main end cover, pair of heads with camshaft caps, camshafts, set of pistons, set of conrods (PANKL), set of gudgeon pins, set of valve springs, alternator (dyno tested). These components cost over £40,000 originally from Cosworth.

(Qty)

**£3,000 - 5,000**

**€3,400 - 5,600**

The XG was a very successful and reliable engine used in various cars in the top tier Indy Racing League where it won 3 races in it's first season, later increased in capacity for the Lotus T125 F1 car and Japanese Super GT500 series. They produced circa 700 BHP on Methanol and 550 BHP on gasoline with air restrictors.

13 ♦♦♦

**A HART V10 F1 3.0 LITRE F-SPEC ENGINE AS USED IN THE ARROWS F1 CARS, ENGINE NUMBER 98114**

this engine was kept as a spare engine to potentially rebuild or use as a show engine after it suffered a failure in the left head. Internal condition unknown, no obvious signs of damage to the block, with crank, valves (a few visibly damaged from the failure), aluminium pipes and covers, carbon intakes/airbox, fuel rail, water and oil pumps, sold as viewed.

**£3,000 - 5,000**

**€3,400 - 5,600**

14 ♦

**A BENTLEY RADIATOR SURROUND WITH MASCOT,**

polished stainless steel with shuttering, fitted with forward leaning Winged 'B' mascot on radiator cap and enamel radiator badge, 77 x 58.5cm, display mounted to a wooden base, standing 88cm high overall.

**£1,000 - 1,400**

**€1,100 - 1,600**

15 ♦

**A BENTLEY RADIATOR SURROUND WITH MASCOT,**

polished stainless steel with shuttering, fitted with forward leaning Winged 'B' mascot and enamel radiator badge, 72 x 58cm, display mounted to a wooden base, standing 83cm high overall.

**£1,000 - 1,400**

**€1,100 - 1,600**

16 ♦

**A ROLLS-ROYCE RADIATOR SURROUND WITH MASCOT,**

polished stainless steel with shuttering, fitted with Spirit of Ecstasy mascot and enamelled radiator badge, display mounted to wooden base, 72.5 x 58cm, standing 92cm high overall.

**£1,000 - 1,400**

**€1,100 - 1,600**



18

17 ♦

**A 'MULLINER PARK WARD' ROLLS-ROYCE**

**RADIATOR SURROUND WITH MASCOT,** polished stainless steel with shuttering, fitted with Spirit of Ecstasy mascot and enamelled radiator badge, display mounted to wooden base with 'Coachbuilt by Mulliner Park Ward' coach-plate, 78 x 61cm, standing 97cm high overall.

£1,000 - 1,400

€1,100 - 1,600

18

**BUGATTI TYPE 46 CLUTCH COMPONENTS,**

comprising clutch release assembly, clutch plates, flywheel, flywheel/clutch assembly rod, and other assorted components including rivets and fixing bolts, used, some parts assembled.

(Qty)

£2,500 - 3,000

€2,800 - 3,400

19

**A BARC BROOKLANDS 120MPH ENAMEL CAR BADGE BY SPENCER OF LONDON, AWARDED TO C.PENN-HUGHES,**

engraved to the reverse 'C.Penn-Hughes 20.6.1931', enamelled in seven colours, some crazing and loss to enamel in places, slight bend to mounting stud and rear of mount cut, together with associated mounting bracket and bolt, offered with several period press cuttings relating to Penn-Hughes' motor-racing events including at Brooklands and Monaco, a portrait photograph (reprint) and a hand annotated map of the Circuit Automobile de Monaco.

£1,000 - 1,500

€1,100 - 1,700

Clifton Penn-Hughes was awarded this 120mph badge for achieving a lap speed of 122.97mph in his Targa Florio "2.3" Bugatti during the BARC Racing Long Handicap event on 20th June 1931.



19



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20

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

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

(2)

£1,500 - 2,000

€1,700 - 2,300

21

**AN 'ICARUS' MASCOT BY COLIN GEORGE FOR FARMAN CARS, FRENCH, CIRCA 1920,**

signed to rear of drapery and with Contentot-Lelievre foundry stamp and further numbered '8295' to base, larger version of the mascot based on the 1911 design commissioned for Farman Aviation Works, 14.5cm high, 18cm wingspan, mounted on a turned wooden display base.

£1,000 - 1,200

€1,100 - 1,300

22

**A 'PLUS VITE' SPEED DEMON MASCOT BY H.BRIAND, FRENCH, 1920S,**

signed 'HBriand Edn Paris' to rear of base, nickel-plated bronze, in the form of a winged stylised Demon bust, inscribed 'Plus Vite' to front of base, 15cm long, mounted on a black painted wooden base.

£1,000 - 1,200

€1,100 - 1,400





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23  
**A 'LE DESIRE DU FAUNE' MASCOT, FRENCH, CIRCA 1925,**

unsigned, marked 'Depose' on two place to rear of base, nickel-plated bronze mascot in the form of a Faune head with figurine of a distressed female nude to reverse, 9.5cm high, mounted on a radiator cap.

£1,000 - 1,200  
€1,100 - 1,400

24  
**A 'LOVEBIRDS' MASCOT BY CARDEILHAC, FRENCH, 1920S,**

stamped 'Depose Cardeilhac' to rear of base, nickel plated bronze, depicting two swallows in flight, slight bend to tails, 15cm high, mounted to a radiator cap.

£1,000 - 1,500  
€1,100 - 1,700

25 †  
**TWO 'SPHINX' MASCOTS, FRENCH, PRE-WAR,**

comprising a 1920s unsigned example, nickel-plated bronze, 13cm high, mounted on a radiator cap, and a smaller example by Ruffony, 1930s, signed, hollow-cast, unplated, (small hole between front legs), 11cm high, each mounted on a wooden display base.

(2)  
£1,000 - 1,500  
€1,100 - 1,700

26  
**AN 'OWL HEAD' MASCOT, FRENCH, CIRCA 1910,**

marked 'MAR.[L.D] DEP.' to rear of base, cast bronze, finely detailed with glass eyes, 8cm high, mounted on a radiator cap.

£1,000 - 1,200  
€1,100 - 1,400

27  
**A RARE 'ZEBRA' MASCOT BY DAREL, FRENCH, 1920S,**

signed to left side of base, nickel-plated bronze, in the form of a stylised leaping zebra, 18cm long, mounted on a bronze radiator cap.

£1,000 - 1,500  
€1,100 - 1,700

28  
**A LARGE 'OWL WITH LANTERN' MASCOT BY G-E MERCIER, FRENCH, EARLY 20TH CENTURY,**

signed to rear of base, hollow cast nickel-plated bronze, large mascot with fine detailing, 22cm high, mounted on a radiator cap.

£1,000 - 1,500  
€1,100 - 1,700



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29 †

**A 'GREYHOUND' AND TWO ALVIS 'HARE' MASCOTS,**

comprising Greyhound mascot marked Desmo, nickel-plated, 15cm long, on wooden base, and two 'Hare' mascots for Alvis cars, one nickelled and marked 'AEL', on wooden base, the other chromed, unsigned, on Bakelite radiator cap.

(3)

£1,000 - 1,200

€1,100 - 1,400

30

**A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, PRODUCED 1980S,**

1911-1914 Silver Ghost type mascot after the original design by Charles Sykes, one of a limited run of believed 12 examples privately produced in the 1980s, majority of which were later assayed in 2005 but this example without apparent assay mark, 17cm high, mounted on a blue glass display base with internal decoration.

£1,000 - 1,500

€1,100 - 1,700

31 †

**A 'SATYR PIPE-PLAYER' MASCOT BY MIC, FRENCH, 1920S,**

signed to base, nickel-plated, 16cm high, mounted on a period radiator cap above a turned wooden display base.

£1,000 - 1,500

€1,100 - 1,700

32

**AN 'ENGLISH BOBBY' AND A 'BOMBER' MASCOT, EARLY 20TH CENTURY,**

each nickel-plated bronze, comprising 'English Bobby' mascot by Boffill, French, circa 1910, signed and with 'MAM' foundry mark to rear of base, 15cm high, and a 'Bomber' mascot, British, circa 1919, unsigned but marked 'Copyright (SW) Birmingham' to side of base, depicting a WWI Grenadier throwing a Mills bomb, 13cm high, each mounted on a wooden base.

(2)

£1,000 - 1,200

€1,100 - 1,300

33 †

**AN 'EAGLE' MASCOT BY ASPREY, BRITISH, CIRCA 1930,**

signed to front of base, chromed with fine detailing, 26cm wingspan, mounted on a turned wooden display base.

£1,000 - 1,500

€1,100 - 1,700





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34

**A 'BOHUN ROYAL SWAN' MASCOT, 1920S, SPECIALLY COMMISSIONED BY THE LUTTRELL FAMILY, BARONY OF DUNSTER,**

unsigned mascot in nickel-plated bronze, in the form of a chained swan with Royal crown as featured on the Luttrell Family heraldic crest at Dunster Castle, Somerset, believed to have been commissioned by the Luttrell Family and later fitted to the Eight Litre Bentley of Colonel Sir Geoffrey Walter Fownes Luttrell (1919-2007), the mascot 11cm high and mounted on the solid nickel radiator cap as originally mounted on Sir Walter Luttrell's Bentley.

£1,000 - 1,200  
€1,100 - 1,300

35

**A 'CHAINED MONKEY' MASCOT BY ANTOINE BOFILL, FRENCH, CIRCA 1920,** signed and with 'MAM' foundry mark to rear of base, nickel plated bronze, large mascot depicting an angry monkey chained to the floor brandishing a club and holding a lantern (later replacement), 17cm high, mounted to a marble base.

£1,200 - 1,600  
€1,400 - 1,800

36

**A 'HOTCHKISS' COCKEREL MASCOT BY AUGUST CAIN, FRENCH, CIRCA 1924,**

signed 'A.Cain' and bearing Susse Freres, Paris signature, foundry stamp and further stamped '12' to rear of base, finely detailed, larger version of the mascot in nickel-plated bronze, depicting a resplendent crowing cockerel, complete with Hotchkiss-Paris emblem to base, 20cm high, mounted on a wooden base.

£1,200 - 1,600  
€1,400 - 1,800

These mascots were only fitted to the car of the President of France and Chamber of Deputies government cars, and was the only mascot produced by the Parisian sculptor August Cain.

37

**AN ART DECO 'LEAPING HORSE' MASCOT BY CASIMIR BRAU, FRENCH, CIRCA 1925,** signed to base, un-plated bronze, larger version of the mascot, 22cm long, mounted on an ebonised display plinth.

£1,500 - 2,000  
€1,700 - 2,300



38



41

38 †  
**AN UNUSUAL 'NODDING BUDDHA' CAST BRASS FIGURE, BRITISH, CIRCA 1900,** marked 'CHU' and with indistinct Registered Design mark to rear, hollow-cast brass figure of a seated Buddha with interior weighted mechanisms operating noddling head, wagging tongue and moving hands, adaptable as a car mascot, 11cm high, mounted on a turned wooden display base.  
**£2,000 - 3,000**  
**€2,300 - 3,400**

Examples of this novelty figure are known to have been nickel plated and used as car mascots during the 1920s.

39 †  
**AN EARLY 'SINGLE WING' 3½ LITRE BENTLEY WINGED 'B' MASCOT, EARLY 1930S,** after the original design by Charles Sykes, marked 'Bentley Motors 1931 Ltd' to underside of 'B', chromed with single-wing design, 9.5cm long, mounted on correct radiator cap.  
**£2,000 - 3,000**  
**€2,300 - 3,400**



39

40 †  
**A 'FROG DRAGGING SHELL' MASCOT BY LOUCHET, FRENCH, CIRCA 1920,** stamped 'Louchet' to rear of shell, nickel-plated bronze, 11cm long, mounted on a Bakelite period radiator cap above a turned wooden display base.  
**£3,000 - 4,000**  
**€3,400 - 4,500**

This mascot design was awarded the 1920 L'Auto magazine silver medal.

41 †  
**A 'CHIEFTAIN RIDING SNAIL' MASCOT BY A E LEJEUNE, BRITISH, 1920S,** stamped 'AEL' and 'R/D' to rear of base, nickel-plated bronze, depicting a Native American Chieftain riding an oversized snail, with wire-twist reins but lacking club, 14cm long, mounted on a turned wooden display base.  
**£3,000 - 4,000**  
**€3,400 - 4,500**



40



42

42  
**A RARE 'OURAGAN' (GORGON MEDUSA) MASCOT BY GEORGE POITVIN FOR HERMES OF PARIS, 1920S,** signed 'G.Poitvin' and with 'Syndicate des Fabricateurs de Bronzes' foundry mark and stamped numbers to rear of base, nickel-plated bronze mascot depicting the mythical figure with flowing drapery, 11cm high, mounted on a black marble display base.  
**£3,000 - 4,000**  
**€3,400 - 4,500**

43 †  
**A 'DRAGONFLY' MASCOT BY DESMO, BRITISH, REGISTERED DESIGN 1933,** marked 'Reg.No.787192' under left rear wing, and 'Desmo' to either side of stem, chrome plated, the wings inlaid with Mother of Pearl sections (some cracks in places), 16cm wingspan, mounted on a turned wooden display base.  
**£3,000 - 4,000**  
**€3,400 - 4,500**





44



47



48



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46

44 †  
**A 'DANSEURS TETE-A-TETE' MASCOT BY RUFFONY, FRENCH, CIRCA 1925,**

signed and with 'A N Paris' foundry marking to rear of base, nickel-plated bronze mascot of two dancers 'cheek-to-cheek', 14cm high, mounted on a period radiator cap above a turned wooden display base.

£4,000 - 5,000  
 €4,500 - 5,600

45 †  
**A 'RODEO' MASCOT BY A E LEJEUNE AFTER THE ORIGINAL DESIGN BY CHARLES PAILLET, BRITISH, CIRCA 1920,**

signed 'Paillet' to base and stamped 'AEL' to rear of base, nickel-plated bronze, depicting a 'Cowboy' leaping from his steed onto a bull, from the original design by the French sculptor Charles Paillet and sold to London based Augustine and Emil Lejeune in 1917 and produced under copyright, measuring 13cm long, mounted on a turned wooden display base.

£4,000 - 5,000  
 €4,500 - 5,600

46 †  
**A 'LEAPING LION' MASCOT BY CASIMIR BRAU, FRENCH, CIRCA 1925,**

signed to right side of base and marked 'Depose' to left side of base, nickelled bronze mascot with Art Deco styling, larger version of the mascot, 20cm long, mounted on a turned wooden display base.

£5,000 - 6,000  
 €5,600 - 6,800

47 †  
**A 'SCHNEIDER TROPHY SEAPLANE' MASCOT, BRITISH,**

with banking action on threaded stem mount allowing the aircraft to turn and tilt as the car is driven, nickel-plated bronze, depicting the 1929 Schneider Trophy winning Supermarine S6b racing seaplane, with rotating propeller, engraved 'Rolls-Royce Limited' under the right float, 15cm wingspan, 13cm long, mounted on a turned wooden display base, offered together with an original 1929 Official Souvenir Programme for the event and a copy of the 2015 publication Derek N.James: Schneider Trophy Aircraft 1913-1931.

(3)  
 £5,000 - 6,000  
 €5,600 - 6,800

48 †  
**A FINE 'MR MERCURY' MASCOT IN STERLING SILVER BY MAPPIN & WEBB, LONDON, 1931, A BELIEVED SPECIAL COMMISSION FOR NATIONAL BENZOLE CO.LTD,**

unsigned, solid cast sterling silver mascot in the form of the head of the mythical Roman figure with winged helmet, with hallmark to upper edge of left wing and to left side of base, 9cm high, 11cm long, mounted on a period polished radiator cap above a turned wooden display base.

£5,000 - 6,000  
 €5,600 - 6,800

According to information supplied by the vendor, it is believed that this mascot was specially commissioned by Samuel Henshaw, the founder and chairman of National Benzole, having, after some discussion, eventually chosen the 'Mr Mercury' figure as the National Benzole marketing logo, which first appeared in advertising campaigns in 1928.



49 †

**A FINE AND RARE 'SIRENE' MASCOT BY  
GEORGES COLIN FOR HERMES OF PARIS,  
FRENCH, CIRCA 1922,**

signed 'G.Colin', with '(C&L)' (Contentot & Lelievre) mark and deeply impressed foundry cartouche with further stamped marks '(22) 2208' and number '10' to rear of base, Cire Perdue hollow cast nickel-plated bronze mascot in the form of a graceful nude mermaid rising from the waves with flowing hair and beckoning arms, 13cm high, mounted on a period radiator cap above a turned wooden display base.

£20,000 - 25,000

€23,000 - 28,000

This mascot was awarded the prestigious Medaille L'Auto for 1922 and was marketed by Hermes between 1922-1925.





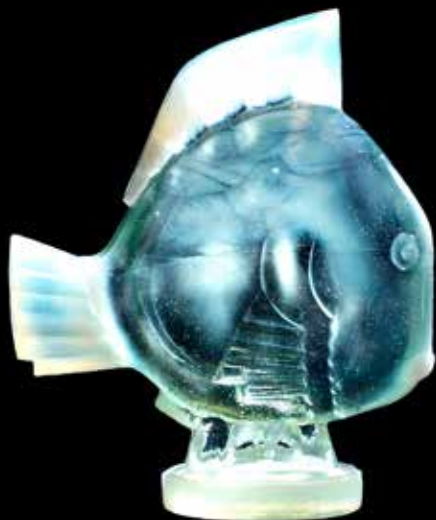
50



52



51



53

**50**  
**TWO POST-WAR 'CHRYSIS' GLASS MASCOTS BY CRISTAL LALIQUE, FRENCH,**  
 each in the form of a graceful backwards leaning female nude, comprising one in opalescent glass, engraved 'Lalique (R) France' and 'N 037' under base, in original box with padding, the other in clear glass with satin finish, etched 'Lalique France' and with felt pads under base, unboxed, each 13cm high.  
 (2)  
 £1,000 - 1,200  
 €1,100 - 1,300

**51**  
**TWO OPALESCENT GLASS MASCOTS BY SABINO, PARIS, 1930S,**  
 comprising Gazelle and Dragonfly, each inscribed 'Sabino Paris' under base, the Dragonfly with moulded mark 'Sabino Paris' under tail, 15cm high, the Gazelle inscribed under the abdomen, 15.5cm long.  
 (2)  
 £1,000 - 1,200  
 €1,100 - 1,300

**52**  
**A 'TETE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD FEBRUARY 1928,**  
 with impressed mark 'Lalique France' with double-tailed 'Q' to right side of the neck, in clear and frosted glass, small chip to tip of beak and comb ground down in places, 16cm high, offered together with a post-War 'Tete d'Aigle' glass mascot by Cristal Lalique, engraved 'Lalique (R) France' and with black felt pads under base, 11cm high.  
 (2)  
 £1,000 - 1,200  
 €1,100 - 1,300

**53 †**  
**AN ETLING 'TROPICAL FISH' GLASS MASCOT, FRENCH, 1930S,**  
 unsigned, believed distributed by Maison Lancel of Paris, in clear glass with pale green tint, two internal bubbles and minor chip to rear of base, 14.5cm high.  
 £1,000 - 1,500  
 €1,100 - 1,700

**54 †**  
**A 'COMETE' GLASS MASCOT BY DAVID GUERON AND EDOUARD CAZAUX, FRENCH, CIRCA 1928,**  
 with relief moulded signature 'Gueron' to lower point, in the form of a six-pointed shooting star of simple geometric form with subtle frosted effect to stylised tail, above a textured glass base, possibly a special commission for a wealthy patron, 15cm high.  
 £1,000 - 1,500  
 €1,100 - 1,700



55

55 †  
**A 'HIRONDELLE' MASCOT IN CLEAR GLASS WITH AMETHYST TINT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,**

moulded 'R.Lalique France' to rear of base, in the form of a swallow with pale amethyst tint to glass, 14cm high.

£1,000 - 1,500  
 €1,100 - 1,700

56  
**A BENTLEY 'FLYING B' LIMITED EDITION GLASS PAPERWEIGHT BY CRISTAL LALIQUE, 2013,**

commemorating the Bentley marque, a stylised depiction of the famed mascot in clear and frosted glass, engraved 'Lalique © France' and '0107' to underside of base, measuring 18 x 14cm, complete with original presentation padded box with numbered certificate of authenticity and accompanying pamphlet.

£1,200 - 1,600  
 €1,400 - 1,800

57 †  
**A 'TETE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,**

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

£2,000 - 3,000  
 €2,300 - 3,400



57

58 †  
**AN ART DECO 'DRAPED NUDE' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETILING OF PARIS, FRENCH, CIRCA 1932,**

moulded 'Etling France 50' to edge of base, depicting a graceful female nude holding her dress out, one internal bubble to left edge of drapery, 20 cm high, together with a stepped metal base.

£3,000 - 4,000  
 €3,400 - 4,500

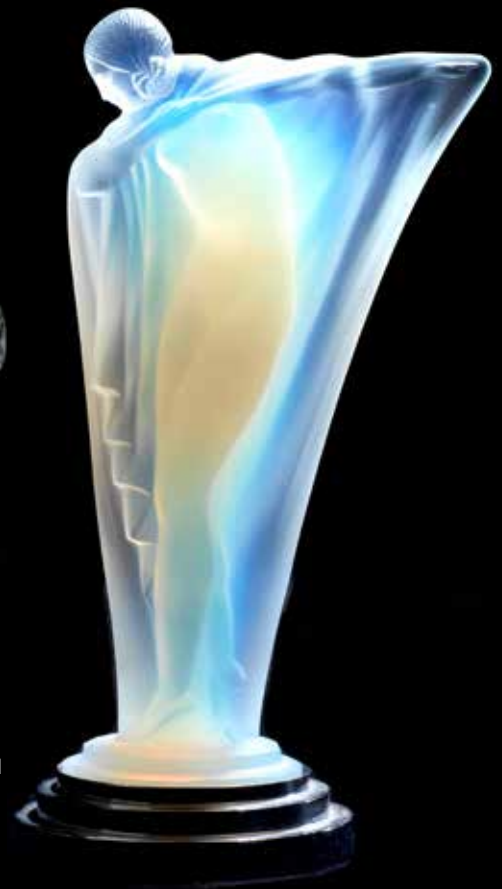
59 †  
**A 'COQ NAIN' MASCOT IN TOPAZ COLOURED GLASS WITH SCARLET CORE BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,**

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

£3,000 - 4,000  
 €3,400 - 4,500



56

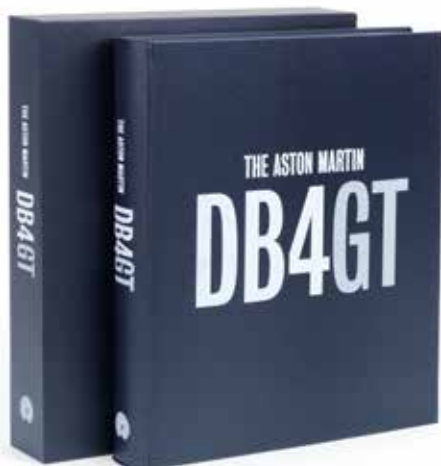


58



59





60



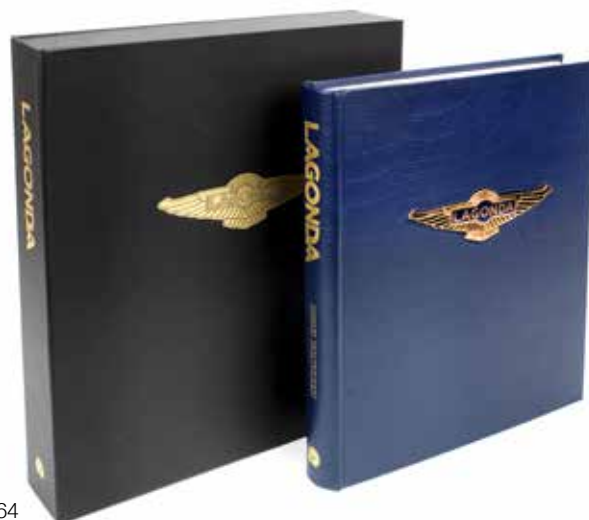
61



63



62



64

60 •  
**STEPHEN ARCHER & RICHARD A.CANDEE: THE ASTON MARTIN DB4GT; A LIMITED EDITION TITLE BY PALAWAN PRESS, 2016,**  
 standard edition, dark blue cloth-bound hard covers, numbered 269/300, well illustrated with details and race history of the models, 535 numbered pages, in seemingly good clean order, complete with slipcase and in original carton packing box.  
**£1,000 - 1,500**  
**€1,100 - 1,700**

61 •  
**ANTHONY PRITCHARD: THE JAGUAR D-TYPE; A LIMITED EDITION TITLE BY PALAWAN PRESS, 2015,**  
 dark green cloth-bound edition, edition number 'HC19' of 250, well illustrated, 420 numbered pages, complete with slip-case and in original carton packing box.  
**£1,000 - 1,500**  
**€1,100 - 1,700**

62 •  
**DAN NEIL: THE IMPOSSIBLE COLLECTION OF CARS; A LIMITED EDITION TITLE PUBLISHED BY ASSOULINE, 2011,**  
 subtitled 'The 100 Most Exceptional Automobiles of the Twentieth Century', large format title with black rubber bound hard covers, 170 pages, well illustrated with many tipped-in colour plates, contained in presentation library box.  
**£1,000 - 1,200**  
**€1,100 - 1,400**

63 •  
**GEOFFREY GODDARD & DOUG NYE: FERRARI IN CAMERA; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS, 1995,**  
 subtitled 'From Ascari to Villeneuve', dark-blue cloth-bound hard covers, numbered 61/1000, well illustrated with photographs by Goddard, 359 numbered pages, in seemingly good clean order, complete with slip case.  
**£1,200 - 1,500**  
**€1,400 - 1,700**

64 •  
**BERND HOLTHUSEN: LAGONDA; A DELUXE LEATHER-BOUND AUTHOR'S PROOF EDITION, PUBLISHED BY PALAWAN PRESS, 1996,**  
 limited edition author's proof numbered 4/5 and signed by the author to last page, bound in blue leather hard covers by the Wyvern Bindery of London, with gilt tooling and applied Lagonda emblem to front cover (loosely attached), 426 numbered pages, English text, a well illustrated history of the marque, contained within black Buckram library box.  
**£1,200 - 1,600**  
**€1,400 - 1,800**



65



66



67



68 (Part)

65 •

**“ASTON MARTIN - THE BOOK”**,

471 numbered pages, large format art book, 11 iconic Aston Martin cars photographed by 11 of the World's leading photographers, limited edition number 76/3000, printed by Atlantic Publishing, in matching library box case, the front cover applied with 'VIN' plate named Edward Stratton, the then owner of Aston Martin V8 Vantage Le Mans depicted in the book under the chapter title “Raw Power”, with publisher's certificate and letter, in original cardboard packaging.

(Qty)

£1,500 - 2,000

€1,700 - 2,300

66 • ♦♦

**THE OFFICIAL FERRARI OPUS;  
CAVALLINO RAMPANTE EDITION;  
PUBLISHED 2011,**

limited edition numbered 17 of believed 500, large format title bound in red leather hard covers and Ferrari badge to front cover, signed to opening loose leaf pages by Ferrari drivers Nigel Mansell, Stirling Moss, John Surtees, Fernando Alonso and Felipe Massa, 851 numbered pages well illustrated with many full colour images, contained in red cloth presentation library box (side panels loose), with original carton packing.

£2,500 - 3,500

€2,800 - 3,900

67 •

**THREE FERRARI SALES BROCHURES,**

comprising combined catalogue for 250 Europa, 500 Mondial and 750 Monza, 8vo, English text with central fold out; 1953 combined catalogue for 250 Europa and 375 America, red front cover with Luigi Chinetti rubber stamp, 8vo; 410 Superamerica, 8vo.

(3)

£1,000 - 1,500

€1,100 - 1,700

68 •

**A RARE PORSCHE 901 SALES  
BROCHURE, SEPTEMBER 1963,**

publication number W221, four sheet fold out brochure, German text, with specifications, coachwork and cut-away diagram and three monochrome photographic illustrations of the model, 4to when folded, offered together with a Porsche Targa 911/912 brochure.

(2)

£1,100 - 1,400

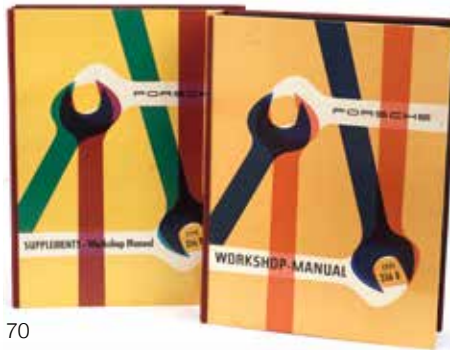
€1,200 - 1,600

At the Internationale Automobil-Ausstellung (Motor Show) in Frankfurt in September 1963, Porsche presented its successor to the Porsche 356 as the 901. It took several more months until the cars were manufactured for sale to customers. Between 14 September and 16 November 1964, 82 cars were built and the 901 was presented in October at the 1964 Paris Auto Salon. There, French car maker Peugeot objected to Porsche using any three digit number where the middle number was 0, asserting ownership of the naming rights in key markets, and having already sold many models with that scheme. Porsche simply replaced the middle 0 with a 1, and called the car Porsche 911. Officially the 901s already constructed were used for testing and for exhibitions, and Porsche sold none to private customers. Nevertheless, several of the cars retained by Porsche at that time appear to have made it to private ownership subsequently.





69



70



72



73



71

69 •  
**A RARE "BETRIEBSANLEITUNG FÜR MERCEDES-BENZ-PERSONENWAGEN TYP 770 DER 'GROSSE MERCEDES'", GERMAN, 1931,**

operating manual in German text, publication number 6207, printed in Berlin, light brown stiff card covers, printed in dark brown, 92 numbered pages, many with illustrations or photographs, two fold-out technical engine diagrams pasted inside back cover, (front page with tears at staples, small rust mark to back cover), together with 'Typ 770' service card publication number 6207k, each large 8vo.

(2)  
 £1,000 - 1,400  
 €1,100 - 1,600

70 •  
**A PORSCHE 356 B WORKSHOP MANUAL AND SUPPLEMENTS WORKSHOP MANUAL,**

English text editions printed in Germany, each in stud-bound hard covers and with black card tabbed section dividers, comprising 1960 edition Workshop Manual for 1600 and 1600 S Types, and Supplements Workshop Manual for 1600 S-90 engine, in seemingly good general order.

(2)  
 £1,200 - 1,400  
 €1,400 - 1,600

71  
**A FERRARI 330 GT OWNER'S LEATHER WALLET WITH SPARES LIST AND OWNER'S MANUAL, ISSUED CIRCA 1966,**

brown leather wallet with pop-stud fastening and Cavallino logo to corner, with watered silk lined interior, some wear in places, containing spare parts catalogue, yellow card covers, printed by Grafiche Elleci of Bologna, and accompanying owner's manual dated 1965, card covers, and with 'instruments and controls' folded insert dated 1966, all in English, Italian and French text, 8vo, and offered together with a 1965 air conditioning system booklet for the model, dated 1965, red card covers with typed installation instructions in Italian text, large 4to.

(5)  
 £3,500 - 4,000  
 €3,900 - 4,500

72  
**A FERRARI 365 GTB/4 'DAYTONA' OWNER'S LEATHER WALLET WITH SPARES LIST AND OWNER'S MANUAL, ISSUED CIRCA 1972,**

brown leather wallet with pop-stud fastening and Cavallino logo to corner, some wear in places, with watered-silk lined interior, containing original spare parts catalogue, dated 1969, stud-bound card covers, No.33/69,

printed by Copy-Art of Maranello, some wear and creasing to front cover, an accompanying owner's manual, card covers, No.34, printed in Italy and dated 1969/70, both in Italian, French and English text, 8vo, and together with a 1972 Ferrari Dino Authorized Service Agents booklet, staple-bound green card covers.

(4)  
 £3,500 - 4,000  
 €3,900 - 4,500

73  
**A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S LEATHER WALLET WITH OWNER'S MANUAL, CIRCA 1961,**

dark brown leather wallet with Cavallino logo to corner, containing owner's manual, edition Mod.005 and dated August 1961, card covers, in Italian text, with fold-out wiring diagram, some creasing to front cover with light wear and one page with hand-written annotations, 8vo.

(2)  
 £5,500 - 6,500  
 €6,200 - 7,300



74



76

74  
**ERA AND BRM MEMORABILIA AND EPHEMERA FROM THE ESTATE OF THE LATE FRANK W MAY, CHARTERED DESIGN ENGINEER,**

including a Daily Express International Trophy Meeting 1949 programme signed by Chiron, Parnell, Etancelin, Mays, Dr Farina and others; other programmes and publications for events attended; photograph and publicity images (without copyright); ERA Christmas cards; 3 sheets of ERA letter-headed paper (folded in half); a BRM photo album depicting V-16 engine components; a rare 'The British Motor Racing Research Trust and British Racing Motors' concept booklet; technical illustrations and a 'sepia' print of the V-16 engine; a BRM V-16 piston; with other booklets, publications, photographs and ephemera, including 'Autocourse' magazine 1951-53/54, Volumes 1-3 complete run; the collection is sold with a printed list detailing the contents.  
 (Qty)

£1,000 - 1,200  
 €1,100 - 1,400

Frank May worked as a Chartered Design Engineer at ERA from 1936-1938 and at BRM from 1948-53.

75  
**A COPY OF 'C BOAT - THE RESEARCH DEVELOPMENT OF AN UNLIMITED CLAM HYDROPLANE' FROM DONALD CAMPBELL FEB 1954, COPY 14/50,**

a manila folder marked CONFIDENTIAL on front cover, opens to typed title page, copy number 14, February 1954, table of contents, typed pages with graphs, diagrams, photographs, large 4to, some wear to pages, tear to card cover.

£1,000 - 1,400  
 €1,100 - 1,600



75

76  
**A COLLECTION OF THUNDERBOLT MEMORABILIA (FORMERLY THE PROPERTY OF HERBERT JUBB OF BEANS INDUSTRIES LIMITED),**

comprising a file of press cuttings and correspondence, including Eyston signed memorandum, dated May 30 1938 on Beans memo paper; Eyston signed handwritten note about collecting brake gear, dated 23.1.38 on 52 Lennox Gardens, note paper; a signed typed letter Re Order No. 200 regarding the fabrication of radiator supports, on G.E.T. Eyston letter headed paper; two copies of cablegrams received by Beans relating to the condition of the gearbox, from Eyston; a 'Crossing the line at 360 M.P.H.' Christmas card from Captain & Mrs George Eyston (facsimile signature); a small Autograph book signed by Eyston, dated 1937; assorted monochrome photographic images showing Thunderbolt under construction with some negatives, other images of industrial/agricultural vehicles; a boxed Dinky Toys No23m "Thunderbolt" Racing Car, tyres perished, box soiled; and a boxed Britain's number 1400 Bluebird, chassis intact, main body split into two parts.  
 (Qty)

£1,000 - 1,500  
 €1,100 - 1,700



77



77

77  
**A PRE-WAR 'SILVER ARROWS' PHOTOGRAPH SIGNED BY DRIVERS,**

monochrome image race scene at Donington, featuring the Mercedes-Benz W125, signed in ink by Richard Seaman, Rudolf Caracciola, Manfred von Brauchitsch, Alfred Neubauer, Christian Kautz (faded), and Hermann Lang (faded and barely visible), 18.5 x 24cm, together with a photograph of Bernd Rosemeyer in the Auto Union Type-C on his way to victory at the 1937 Donington Grand Prix, with handwritten title to photograph and mount, 11 x 16cm, each display mounted, framed and glazed.  
 (2)

£1,000 - 1,500  
 €1,100 - 1,700

Formerly the property of Bernard Orlando Davis, Bentley driver who notably participated in the 1931 Ards RAC Tourist Trophy in a Mercedes SSK.





78



79



80

78  
**THREE PHOTOGRAPH ALBUMS  
 DEPICTING LATE 1960'S BRITISH MOTOR  
 RACING EVENTS,**  
 including Reims, 1966 French Grand Prix,  
 Silverstone Martini Trophy 1966, Brands Hatch  
 1966 British Grand Prix, 1967 Crystal Palace  
 Whit Monday meeting, Silverstone 1967  
 British Grand Prix, 1967 Brands Hatch August  
 meeting, Brands Hatch Race of Champions  
 1968, Brands Hatch BOAC 500 1968, Crystal  
 Palace F2 races June 1968, Brands Hatch  
 1968 British Grand Prix, Monza 1968 Italian  
 Grand Prix, Brands Hatch 1969 Race of  
 Champions, Silverstone 1969 Daily Express  
 meeting, Thruxton 1969 Easter Monday  
 meeting, Brands Hatch 1969 BOAC 500, 1969  
 Targa Florio and Silverstone 1969 British Grand  
 Prix; including candid shots of drivers, cars  
 in the paddock, on track and other general  
 scenes, pasted to pages, each with hand-  
 written description of image and event, sold  
 with copyright.  
 (3)  
**£1,000 - 1,200**  
**€1,100 - 1,400**



81

79 AR  
**GEO HAM (GEORGES HAMEL 1900-1972),  
 CARICATURE OF ETTORE BUGATTI,**  
 signed, pen and ink with watercolour wash  
 on paper, with hand written dedication "a  
 monsieur Ettore Bugatti le pere de pur-sang les  
 experimentales", 27 x 11cm, mounted, framed  
 and glazed.  
**£1,000 - 1,200**  
**€1,100 - 1,400**

80  
**FREDERICK GORDON CROSBY (BRITISH,  
 1885-1943), 'LAGONDA V12 ON TOUR',**  
 signed to lower left, charcoal heightened with  
 white on artists' board, depicting the V12  
 Saloon at speed along a tree-lined road, 49 x  
 68cm, mounted, framed and glazed, measuring  
 73 x 91cm overall.  
**£4,000 - 6,000**  
**€4,500 - 6,800**

This artwork was produced by Crosby for  
 The Autocar in 1938 and is also illustrated in  
 the 1996 Palawan Press publication Bernd  
 Holthusen: Lagonda; page 223, (see this Sale  
 - Lot 64).



82



83



84



85



86

81 AR

**ALAN FEARNLEY (BRITISH, 1942-), '1929 DUESENBERG J SERIES PHAETON'**,

signed lower right, oil on canvas, country scene depicting the convertible sedan at an equestrian outing, 49 x 75cm, framed, 75 x 101cm overall.

£1,000 - 1,400

€1,100 - 1,600

82 AR

**ALAN FEARNLEY (BRITISH, 1942-), '1934 ROLLS ROYCE PHANTOM II'**,

signed to lower right, oil on canvas, lakeside scene depicting the car at a punting day out, 50 x 75cm, framed, 75 x 101cm overall.

£1,000 - 1,400

€1,100 - 1,600

83 AR

**MICHAEL TURNER (BRITISH, 1935-), '1958 MONACO GRAND PRIX'**,

signed and dated '59 to lower right, watercolour on paper, depicting Maurice Trintignant in the Cooper-Climax on his way to victory leading the Ferraris of Luigi Musso and Peter Collins, 41 x 46cm, mounted, framed and glazed, 72 x 88cm overall.

£1,000 - 1,500

€1,100 - 1,700

84 AR ♦

**MICHAEL WRIGHT (BRITISH, 1935-), '1972 1000 KM-SPA'**,

signed and titled lower left, watercolour on artists' paper, race scene depicting Brian Redman in the Ferrari 312 PB leading the field on his way to victory at the endurance event at the Circuit de Spa-Francorchamps, 56 x 73cm, mounted, framed and glazed, measuring 88 x 104cm overall

£1,000 - 1,500

€1,100 - 1,700

85

**HARRIET GILLETT (BRITISH, 1995 - ), 'THE BIRKIN BENTLEY AT BROOKLANDS'**

oil on canvas, depicting Sir Henry 'Tim' Birkin at speed on the Brooklands outer circuit in the 4½ Litre supercharged Bentley single-seater, 80 x 60cm, on 4cm deep box canvas.

£1,000 - 1,500

€1,100 - 1,700

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

86 AR

**TIM LAYZELL (BRITISH 1981-), 'MIKE HAWTHORN - FERRARI 246 DINO'**,

signed lower right, acrylic on canvas, depicting Hawthorn at speed in the Dino at the 1958 Italian Grand Prix during his World Championship winning season, 40 x 56cm.

£1,000 - 1,500

€1,100 - 1,700





87



88



89 (Part)



90

87 AR

**ALAN FEARNLEY (BRITISH, 1942-), '1937 DONINGTON GRAND PRIX'**

signed to lower right, oil on canvas, depicting Prince Bira in the Maserati 8CM leading Hermann Lang and Richard Seaman in the Mercedes-Benz W125s, 59 x 90cm, framed, 74 x 104cm overall.

£1,200 - 1,600

€1,400 - 1,800

88 AR

**ALAN FEARNLEY (BRITISH, 1942-), '1932 PACKARD VICTORIA VS CANADIAN PACIFIC'**

signed to lower right, oil on canvas, dusk scene depicting the Packard Prototype racing a Canadian Pacific locomotive, 50 x 75, framed, 75 x 101cm.

£1,200 - 1,600

€1,400 - 1,800

89 AR

**TONY SMITH (BRITISH, 1932-), 'JACKIE STEWART - 1971 BRITISH GRAND PRIX - SILVERSTONE'**

signed and dated '92 to lower right, acrylic on canvas, depicting Jackie Stewart on his way to victory in the Elf Tyrell-Ford, leading Jo Siffert in the BRM, and Clay Regazzoni and Jacky Ickx both in Ferraris at Woodcote during Lap 5 of the race, 63 x 101cm, framed, offered together with five small artworks by the same artist comprising two colour preliminary studies of the same scene, and three pencil studies, two depicting race scenes of Jackie Stewart in the Elf Tyrell-Ford 1973, and another depicting Jackie Stewart's race helmet with tartan band, winner's wreath and checkered flags, the largest 15 x 21cm and each mounted, framed and glazed.

(6)

£1,200 - 1,600

€1,400 - 1,800

90 AR ♦

**DEXTER BROWN (1942- ), 'PAUL NEWMAN AT LE MANS 1979'**

signed, acrylic on canvas, depicting the actor with the Porsche 935 at Le Mans 1979, 102 x 152cm, framed.

£1,800 - 2,500

€2,000 - 2,800

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



91



93



92



94 (Part)

91 AR ◊

**DEXTER BROWN (BRITISH 1942 - ), 'SCHUMACHER AND BENETTON',**

acrylic on canvas, 120 x 180cm, framed, signed and titled to the lower right.

£1,800 - 2,400

€2,000 - 2,700

92 AR

**TIM LAYZELL (BRITISH 1981-), 'FORD GT40 - LE MANS 1967',**

signed lower right, acrylic on canvas, race scene depicting the Shelby Ford GT40 MkII B driven by Ronnie Bucknum/Paul Hawkins chasing the Chris Amon/Nino Vaccarella Ferrari 330 P4 Spyder and eventual winner Dan Gurney/A J Foyt's Ford GT40 Mk IV at the 24-Hour event, 71 x 91cm.

£2,000 - 3,000

€2,300 - 3,400

93 AR ◊

**TERENCE CUNEO (BRITISH, 1907-1996), 'THE POST OFFICE TOWER, LONDON',**

copy by the artist, oil on canvas, depicting a London street scene dominated by the tower, traffic and parked cars line the street, complete with mouse (can you find it?), 100 x 75cm, framed, the reverse of the canvas handwritten 'This painting is a copy taken from my original canvas', signed Terence Cuneo.

£4,000 - 5,000

€4,500 - 5,600

This image was used as for the 1965 Dunlop wall calendar.

94 AR ◊

**NICHOLAS WATTS (BRITISH, 1947-), 'ARCHIE AND THE LISTER JAGUAR',**

signed lower left, acrylic on board, depicting Archie Scott-Brown in the Lister Jaguar 'VPP 9' leading Tony Brooks in the Aston Martin DBR2, Masten Gregory in the Ecurie Ecosse Lister Jaguar and Roy Salvadori in the Aston Martin DBR2 on his way to victory in the over 1100cc Sports Car event at the 1958 Aintree 200 Meeting, his last major title, 73 x 98cm, framed, offered together with 'The Remarkable Archie Scott-Brown', a limited edition print (94/100) after Andrew Kitson, depicting Scott-Brown in the Lister Jaguar 'MVE 303' on his way to victory at the Stanley Sears Trophy Race at Snetterton 1957, signed by the artist, 56 x 71cm, mounted, framed and glazed, 76 x 91cm overall.

(2)

£4,000 - 5,000

€4,500 - 5,600

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

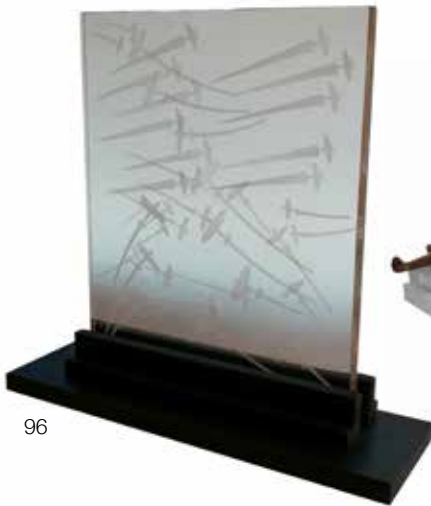




95



98



96



97

95  
**FREDERICK GORDON CROSBY (1885-1943), 'CALTAVUTURO - SICILY - 1930'**, signed 'Gordon Crosby', charcoal and wash heightened in white on board, depicting Achille Varsi on his way to victory in the Targa Florio driving his Alfa Romeo P2, 36 x 45cm (trimmed), framed and glazed.  
**£8,000 - 10,000**  
**€9,000 - 11,000**

This painting was first published in The Autocar on page 74 of the 16 May 1930 issue, and again on 31 March 1961. With Autocar stamp to rear with handwritten sizing and title notes. Formerly the property of Autocar artist Gordon Horner, who trimmed the painting to fit the frame, cutting off part of the signature.

96 ♦  
**GREGORY PERCIVAL (BRITISH 1964-), 'ANGELS ONE-FIVE', A SCULPTURE REPRESENTING THE BATTLE OF BRITAIN**, produced 2019, first of four Artist's Proof editions for a limited edition run of 25, and numbered 'AP001/004 2019', a clear resin panel constructed of four cast layers embedded with sculpted miniature hand-cast pigmented resin representations of WWII Spitfire, Messerschmitt 109 and Heinkel 111 aircraft with flight trails at various altitudes, the panel with some minor casting inflections and measuring 55 x 40 x 3cm and mounted upright on a slate display base, offered with Certificate of Issue from the artist.  
 (2)  
**£1,500 - 2,500**  
**€1,700 - 2,800**

97 ♦  
**GREGORY PERCIVAL (BRITISH 1964-), 'TALLY-HO!', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOTS**, produced April 2019, a limited edition sculpture signed and numbered 016 of 25 examples, commemorating The Battle of Britain's Spitfire pilots Douglas Bader, Alan Smith, Johnnie Johnson and Hugh 'Cocky' Dundas, incorporating four 'lost wax' polished cast bronze sculptures of the RAF Supermarine Spitfire MkIIa fighters, 18cm wingspan, taking to the air peeling off in formation from RAF Westhampnett at the Goodwood airfield in July 1941 with Wing Leader Bader's 'Dogsbody' Spitfire leading the way, the base formed from moulded polished glass clear resin representing the flowing flight trails, measuring approximately 72 x 46 x 35cm overall, mounted on hand-cut limestone base, offered with Certificate of Issue from the artist.  
 (2)

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

98 ♦♦  
**A LARGE AND IMPRESSIVE 'GAULOIS' STANDING SHOWROOM DISPLAY PIECE FOR AUTOMOBILES DELAHAYE, FRENCH, 1920S**, in the form of a stylised warrior head and based on the Delahaye 'Gaulois' mascot attributed to Pierre Guerre, constructed from heavy riveted 10mm thick polished aluminium plates on a circular base, standing 80cm high overall.  
**£2,200 - 2,500**  
**€2,500 - 2,800**



99

99  
**'REFLECTING NUVOLARI', A BRONZE BY LARRY BRAUN, AMERICAN, 1979,**  
 limited edition number 20/21, cast with signature, date and number to rear, on marble block base, 35cm high overall.  
**£2,500 - 3,500**  
**€2,800 - 3,900**

Larry Braun...."In this one quarter life-size portrait bust, Tazio Nuvolari reviews photos and press clippings from his brilliant career which he carried into every race in his billfold."

100 ♦♦  
**A HAND-PAINTED 'MR BIBENDUM - PORSCHE' STANDING FORECOURT FIGURE,**  
 modern, fibreglass construction, wearing 'sash' with Porsche and Michelin lettering, 120cm high.  
**£1,000 - 1,200**  
**€1,100 - 1,400**



100

101 ♦♦  
**A HAND-PAINTED 'MR DRIP' STANDING FORECOURT FIGURE,**  
 modern, fibreglass construction, 120cm high.  
**£1,000 - 1,200**  
**€1,100 - 1,400**

102 ♦♦  
**A HAND-PAINTED 'MISS DRIP' STANDING FORECOURT FIGURE,**  
 modern, fibreglass construction, 120cm high.  
**£1,000 - 1,200**  
**€1,100 - 1,400**



101



102





103



104



107



105



104



107

103 ♦♦

**A HAND-PAINTED 'ASTON MARTIN DBR1 - 1959 LE MANS' CELEBRATORY OVAL PLAQUE,**

modern, for garage display, painted oval wooden panel with fibre-glass raised laurel leaf surround, celebrating 1st and 2nd place for the DBR1s driven by Salvadori/Shelby and Trintignant/Frere at the 24-Hour event, 120cm wide, offered together with an Aston Martin garage display emblem, modern, cold-cast resin and brass composite, in the form of the winged badge, 150cm wide.

(2)  
 £1,000 - 1,200  
 €1,100 - 1,400

104 ♦♦

**A HAND-PAINTED 'BMW-FRAZER NASH' COMMEMORATIVE ROUNDEL,**

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround celebrating the pre-War collaboration, 100cm diameter, offered together with a 'Frazer Nash' garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the badge, 140cm wide.

(2)  
 £1,000 - 1,200  
 €1,100 - 1,400

105 ♦♦

**THREE GARAGE DISPLAY EMBLEMS FOR ASTON MARTIN DB4 ZAGATO,**

each modern cold-cast resin and aluminium composite, comprising the Aston Martin winged badge, 150cm wide, a 'DB4' badge, 100 x 50cm, and a Zagato Milano 'Z' badge, 70 x 110cm.

(3)  
 £1,000 - 1,200  
 €1,100 - 1,400

106 ♦♦

**TWO HAND-PAINTED 'MR AND MISS DRIP' CUT-OUT PANELS,**

both modern, wooden cut-out panels depicting the Esso advertising characters, one of the couple driving a car, 100 x 150cm, the other on a scooter, 120 x 125cm.

(2)  
 £1,000 - 1,200  
 €1,100 - 1,400

107 ♦♦

**A HAND-PAINTED 'JAGUAR XK 120 C - 1953 LE MANS' CELEBRATORY ROUNDEL,**

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround, celebrating 1st place for Tony Rolt and Duncan Hamilton in the Jaguar 'C-Type' at the 24-Hour event, 100cm diameter, offered together with a 'Jaguar' garage display emblem, modern, cold-cast resin and bronze composite, in the form of the 1961-63 logo, 140cm wide.

(2)  
 £1,000 - 1,200  
 €1,100 - 1,400



108

108 ◊◊

**'STEVE MCQUEEN - MONACO HEUER', AN ARTWORK ON CANVAS,**

modern, acrylic on canvas depicting the 'King of Cool' gearing up to race and wearing his Heuer wristwatch, 130 x 95cm, offered together with a 'Heuer Monaco' garage display emblem, modern, cold-cast resin and aluminium composite, 83 x 117cm.

(2)

£1,000 - 1,200

€1,100 - 1,400

109 ◊

**A CAST ALUMINIUM SIGN DEPICTING THE LAMBORGHINI BADGE,**

modern, preliminary casting used as artist's proof for a proposed limited edition of 15 pieces, 58cm high.

£1,000 - 1,500

€1,100 - 1,700



110



111



112



109

110 ◊

**A CAST ALUMINIUM SIGN DEPICTING T BUGATTI OVAL BADGE,**

modern, number 1 of a limited edition of 15 examples, with bracket to rear for wall mounting, 78cm wide.

£1,000 - 1,500

€1,100 - 1,700

111 ◊

**A CAST ALUMINIUM SIGN DEPICTING THE ASTON MARTIN WINGED BADGE,**

modern, number 3 of a limited edition of 15 examples, with bracket to rear for wall mounting, 87cm wide.

£1,000 - 1,500

€1,100 - 1,700

112 ◊

**A CAST ALUMINIUM SIGN DEPICTING THE DAVID BROWN ASTON MARTIN WINGED BADGE,**

modern, number 4 of a limited edition of 15 examples, with bracket to rear for wall mounting, 87cm wide.

£1,000 - 1,500

€1,100 - 1,700



108





116



114



117



115



118



119



113

113 ◊  
**A CAST ALUMINIUM SIGN DEPICTING THE PORSCHE SHIELD,**

modern, preliminary casting used as artist's proof for a proposed limited edition, 77cm high.  
£1,000 - 1,500  
€1,100 - 1,700

114 ◊  
**A CAST ALUMINIUM JAGUAR SIGN,**  
modern, preliminary casting used as artist's proof for a proposed limited edition of 15, circular emblem based upon Jaguar horn push designs, with bracket to rear for wall mounting, 59cm diameter.  
£1,000 - 1,500  
€1,100 - 1,700

115 ◊  
**A CAST ALUMINIUM SIGN DEPICTING THE 1961-1963 JAGUAR EMBLEM,**  
modern, larger example, preliminary casting used as artist's proof for a proposed limited edition of 15, with bracket to rear for wall mounting, 98cm wide.  
£1,000 - 1,500  
€1,100 - 1,700

116 ◊  
**A CAST ALUMINIUM SIGN DEPICTING THE 1961-1963 JAGUAR EMBLEM,**  
modern, smaller example, number 3 of a limited edition of 15 examples, with bracket to rear for wall mounting, 57.5cm wide.  
£1,000 - 1,200  
€1,100 - 1,400

117 ◊  
**A CAST ALUMINIUM E-TYPE JAGUAR SIGN,**  
modern, preliminary casting used as artist's proof for a proposed limited edition of 15, circular emblem based upon the E-Type horn push, with bracket to rear for wall mounting, 59cm diameter.  
£1,000 - 1,500  
€1,100 - 1,700

118  
**A CAST ALUMINIUM SCULPTURE OF A PORSCHE 911,**  
modern, artist's proof for a proposed limited edition of 15, 59cm long.  
£1,000 - 1,200  
€1,100 - 1,400

119 ◊◊  
**A SET OF FOUR CAST ALUMINIUM CAR SCULPTURES,**  
modern, larger of two sizes made, unique one-off castings, comprising Jaguar D-type, Jaguar E-type fixed head coupe, Jaguar E-type lightweight and Aston Martin DBR1, each with detachable cast aluminium pedestal base.  
(8)  
£1,600 - 2,000  
€1,800 - 2,300



120



123



124



121

120 ◊

**A THREE-PIECE LEATHER LUGGAGE SET FOR FERRARI 360 BY SCHEDONI, ITALIAN,**

comprising two hard-sided suitcases in black leather with tan pig-skin interior, with sprung retractable handles and combination locks, each 67cm wide, some light marks in places but in otherwise good order, each with yellow cloth drawstring protective bag, and a black leather suit bag.

(5)

£1,000 - 1,500

€1,100 - 1,700

121

**A FERRARI LEATHER BRIEFCASE AND TWO TRAVEL BAGS, ITALIAN, 1970S**

the briefcase with dark brown leather exterior with handle, combination locks and vinyl panel with 'Ferrari' and Cavallino motif pattern, with beige interior and documents pockets to inside of lid, 44 x 32 x 9cm, with cloth drawstring outer bag, together with two other similarly patterned travel bags, one with dark brown leather trim, the other with light brown leather trim, all in used condition.

(4)

£1,000 - 1,400

€1,100 - 1,600

122 ◊

**A THREE-PIECE SET OF LEATHER LUGGAGE FOR FERRARI F355 BY SCHEDONI, ITALIAN,**

each in black leather with tan pigskin interior and zip-fastening, comprising one large and one medium case, each 68cm wide and with Ferrari branded padlocks and keys, and a suit bag, some light marks in places but in otherwise good general order, each with yellow cloth drawstring protective bag.

(6)

£1,500 - 2,000

€1,700 - 2,300

123 ◊

**A FOUR-PIECE SET OF LEATHER LUGGAGE FOR FERRARI 575M MARANELLO BY SCHEDONI, ITALIAN,**

each in two-tone black and grey with grey pigskin interior, comprising two suitcases with zip-fastening, 67cm wide, a documents case, 42cm wide, and a vanity case, with zip-fastening, 36cm wide, some light wrinkling in places but in otherwise good general order, each with accompanying yellow cloth drawstring protective bag.

(8)

£2,000 - 3,000

€2,300 - 3,400



122

124 ◊

**A FOUR-PIECE LEATHER LUGGAGE SET FOR PORSCHE CARRERA GT,**

factory issue in brown leather, comprising suit bag, documents case with wooden handle and combination locks, a holdall, and a shoulder bag with strap, each with impressed 'Porsche' script, in generally good order showing little sign of use, together with two front seat extension cushions with Velcro fastening strips.

(6)

£3,000 - 5,000

€3,400 - 5,600





125



128



126



127



129

125 ◊

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

each in black leather with tan lining, comprising lady's and gent's suit-bags, a holdall, and two vanity cases, four with key-sets, and a briefcase with combination locks, each impressed with Prancing Horse and 'Testarossa' logos, in good general order showing little sign of use and with accompanying cloth draw-string bags.

(6)

£5,000 - 7,000  
€5,600 - 7,900

126 †

**A GENTLEMAN'S VANITY CASE WITH GOLD-PLATED ACCESSORIES, BY HERMES OF PARIS, 1920S,**

compact black leather case with handle and gold-plated catches, opening to red leather lined interior fitted with two cologne/after shave

flasks, two small cream pots, a lidded box and two clothes and shoe brushes, each gold-plated and marked 'Hermes Paris', two red leather jewellery cases, a shoe horn, plastic comb, and other accoutrements, the case 34cm wide.

£1,000 - 1,500  
€1,100 - 1,700

127 †

**A LEATHER-CASED TRAVELLING DRINKS SET, 1905,**

cylindrical brown leather case with handle, strap and buckle, opening to interior fitted with three glass drinks bottles with sterling silver caps, hallmarked London 1905, the case measuring 14cm high.

£1,000 - 1,500  
€1,100 - 1,700

128 †

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

tan pig-skin cylindrical case with handle to lid, opening to interior fitted with central electro-plated cocktail shaker containing a set of six stacking drinking tots, and a glass bitters bottle, and surrounded by set of three Electro Plated Britannia Metal curved 7oz hip-flasks for 'Gin', 'Italian' and 'French', the case measuring 20cm high overall.

£1,000 - 1,500  
€1,100 - 1,700

129 †

**A COCKTAIL POURER AND CASED SET OF COCKTAIL ACCESSORIES, BY ASPREY OF LONDON,**

comprising electro-plated pourer with handle, lid and spout, with maker's marks to underside, 30cm high, and a cased set of cocktail accessories comprising corkscrew, bottle opener, bottle stopper and ice tongs, the case 23cm wide.

(2)

£1,000 - 1,500  
€1,100 - 1,700



131

130

**A TRAVELLING CHAMPAGNE SET BY G LORENZI OF MILAN,**

tan leather case with combination lock opening to sectioned door housing four champagne flutes, leather coasters, cork fliers, bottle stopper and carved wooden stirrer, the main case with leather covered wine coolers, with removable cool packs and room to house two bottles of champagne, 35 x 31 x 21.5 cm.

£1,000 - 1,500

€1,100 - 1,700

131 † ◊

**AN UPRIGHT CASED PICNIC/COCKTAIL HAMPER FOR FOUR PERSONS, A SPECIAL LIMITED EDITION HARRODS ORDER,**

modern, possibly 'one-off' edition, woven wicker exterior with black leather handles, edging and brass locks and catches, with lid opening to upper section for storage of bottles and with four stainless steel drinking cups housed behind elastic straps in the lid, the lower section with two drawers containing four Royal Crown Derby plates, four wine glasses and cutlery behind elasticated straps, majority of pieces with Harrods branding, the case measuring 44 x 34 x 69cm, together with key and Harrods plastic limited edition card.

£2,000 - 3,000

€2,300 - 3,400



130



133

132 †

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

plated metal, with engraved signature to base with poinçon mark, 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)

£3,000 - 4,000

€3,400 - 4,500

133 †

**A CHRISTOPHER DRESSER DESIGN CASED TEA-SET FOR TWO PERSONS, RETAILED BY LEUCHARS & SONS OF PARIS, CIRCA 1905,**

textured black leather case with handle, with double-front doors opening to two-tiered suede-lined interior fitted with accessories of English manufacture comprising plated metal kettle with ebony handle, containing tea-caddy, with burner and stand, tea-pot with ebony handle containing sugar bowl and milk jug, and spirit flask, the lower level fitted with a pair of yellow glazed Royal Worcester bone china tea-cups with saucers, with sugar tongs and later replaced tea-spoons fitted in the double doors, the case 29cm wide.

£1,000 - 1,500

€1,100 - 1,700



132

134 †

**A LEATHER-CASED TEA-SET FOR THREE PERSONS BY FINNIGANS OF NEW BOND ST, PRESENTED TO MR & MRS HUGHES MACKLIN 1916,**

honey leather case with handle, nickelled lock and catch, with lid and fall front opening to blue cloth-lined interior, fitted with wicker-handled kettle with burner, glass milk bottle, set of three gilt-handled bone china tea-cups with saucers, food tin and three tea-spoons, the inside of the lid with gilt lettering 'From the members of the Carl Rosa Coy., to Mr. & Mrs. Hughes Macklin, 20/10/16', the case with embossed initials 'H.M.' to lid and measuring 29 x 15 x 17cm overall.

£2,000 - 3,000

€2,300 - 3,400

Hughes Macklin (1886-1936) was a Welsh actor and tenor, who entertained members of the British forces on stage in Liverpool during the Great War.





134



135



136



137

135 †  
**A CASED 'EN ROUTE' DRINKS SET FOR TWO PERSONS BY DREW & SONS OF PICCADILLY, CIRCA 1909,**

black leather-cloth case with leather carrying strap, nickelled handles, locks and catches, with lid with Ivorine maker's plaque to edge and with fall-front opening to interior with wicker framework, fitted with vacuum flask, glass drinks bottle with two tumblers, a smaller glass bottle, four assorted food tins, two ceramic 'En Route' cups with saucers and two smaller cups, and cutlery, many pieces with Drew & Sons maker's marks, the case with leather carrying strap (broken) and measuring 27.5 x 21 x 29cm, together with a spare vacuum flask.

(2)  
**£2,000 - 3,000**  
**€2,300 - 3,400**

136 ◊  
**A CUSTOM MADE LEATHER-CASED PICNIC SET FOR TWO PERSONS, A BESPOKE DESIGN BY TONI VALENTI FOR CARRÉ LEATHER GOODS OF PARIS, 1994,**

red-leather version of the design, with handles, locks and catches, the lid opening to compartmentalised interior fitted with picnic accessories including leather covered vacuum flask, a food box with leather lid, ceramic cups and bowls, glass tumblers, and wine glasses, with plates, cutlery and other accessories contained behind leather straps in the lid, the case measuring 61 x 43 x 23cm, complete with two keys.

**£2,000 - 3,000**  
**€2,300 - 3,400**

This unique picnic set was first exhibited at the 2nd Goodwood Festival of Speed event in 1994.

137 † ◊  
**A CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS, CIRCA 1909,**

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

**£2,500 - 3,000**  
**€2,800 - 3,400**



138



140



139

138 † ◊

**A CASED PICNIC SET FOR SIX PERSONS, SWISS, 1920S,**

black leather-cloth case with honey leather edging, with leather handle brass lock and catches, the lid opening to interior with wooden compartmentalised base fitted with a wicker-covered glass bottle, two vacuum flasks, three food tins, a smaller food tin, a set of six stacked drinking tumblers, a ceramic butter jar, and two condiments jars, with circular enamelled plates and cutlery housed in the lid, the case measuring 71 x 29 x 19cm overall.

**£3,000 - 4,000**

**€3,400 - 4,500**

139 † ◊

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

black leather-cloth case, with brass handles, lock and catches, the lid and fall-front opening to interior with wicker framework, fitted with central wicker-handled Coracle kettle with burner and spirit flask, two large wicker-covered glass drinks bottles, a smaller glass milk bottle, a Coracle ceramic-based food box, a set of four gilt-rimmed Bisto bone china tea-cups with saucers, four rectangular enamel plates, four glass beakers in wicker frames, ceramic Butter and Preserves jars, and other accessories, with cutlery housed behind leather straps in the lid, the case measuring 62 x 22 x 31cm overall.

**£3,000 - 4,000**

**€3,400 - 4,500**

140 †

**AN EDWARDIAN LEATHER-CASED TEA-SET FOR TWO PERSONS, CIRCA 1905,**

believed by J C Vickery, honey leather case with handle, nickelled lock and catch, with lid and fall-front opening to wood and textured red leather interior fitted with wicker-handled kettle with burner, glass milk bottle, two food tins, two gilt-handled tea-cups, spirits flask and sugar bowl, with saucers, spoons and Vesta case housed behind leather straps in the fall front, the case measuring 29 x 17 x 17cm.

**£3,000 - 4,000**

**€3,400 - 4,500**





141

141 † ♦

**A LARGE CASED PICNIC SET FOR SIX-PERSONS, PRE-WAR,**

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

**£5,000 - 6,000**

**€5,600 - 6,800**



142

142 † ♦

**A CASED FOOTREST PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, REGISTERED DESIGN 1910,**

dark green leather-cloth case with brass handles, locks and catches, with sloped lid with textured tread and brass surround, opening to dark green leather-cloth lined interior with wicker framework, fitted with wicker-covered glass drinks bottle, a smaller glass bottle, Coracle brand ceramic based food box, sloped food tin, set of four Bisto ceramic tea-cups with saucers, two glass tumblers and two glass drinking tots, ceramic butter jar and three condiments jars, with vacuum flask, wicker-covered glass bottle, rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 58 x 31 x 25cm overall, complete with two keys.

**£5,000 - 6,000**

**€5,600 - 6,800**

143 † ♦

**A LARGE AND IMPRESSIVE 'EN ROUTE'  
CASED PICNIC SET FOR SIX PERSONS  
BY DREW & SONS OF PICCADILLY, CIRCA  
1909,**

black leather-cloth case with brass handles, locks and catches, the fall-front with geometric design and with Ivorine maker's plaque to front edge of lid, opening to reveal interior with wicker framework fitted with wicker-handled kettle with burner and ornate stand, a Thermos No.29 water jug, two large and one smaller wicker-covered glass bottles, two glass milk bottles, one large food tin, two other food tins, one with ceramic base lining, a set of six ceramic tea-cups with Drew & Sons maker's names to bases, a set of six drinking glasses in wicker cases, a small food box, a set of six circular enamel plates, three condiments jars, and cutlery contained in two cloth rolls, the lid fitted with rectangular enamel serving plates behind leather straps in the lid, complete with two keys, the case measuring 71 x 32 x 32cm overall.

£5,000 - 6,000  
€5,600 - 6,800



143

144 † ♦

**AN EDWARDIAN CASED PICNIC SET FOR  
FOUR PERSONS BY EDWARDS & SONS,  
REGENT ST, LONDON, CIRCA 1909,**

black leathercloth case with brass handles, locks and catches, the lid with impressed initials 'F.E.B' and opening to compartmentalised interior with olive coloured lining, fitted with wicker-handled kettle and burner, two wicker-covered glass drinks bottles, three assorted smaller glass bottles, two enamel based food tins, four bone china tea-cups, four stacked nickelled drinking cups, ceramic butter jar and other accessories, with enamel plates, bone china saucers and cutlery housed behind leather straps in the lid, the case measuring 62 x 36 x 17cm.

£5,000 - 6,000  
€5,600 - 6,800



144





**The following three lots are formerly from the collection of the Late Norman 'Dixie' Dean (1923-1996):**

A professional mechanic and engineer 'Dixie' worked for six years with John Wyer and John Williment's successful J W Automotive Engineering Limited in the late 1960s and early 1970s, working on Ford GT 40, Porsche 917, Porsche 908/3 and Mirage M1 and M3 cars, including the 1968 Le Mans winning GT40 driven by Jackie Ickx and Lucien Bianchi, the 1969 Le Mans winning GT40 driven by Jackie Ickx and Jackie Oliver and other cars driven by Brian Redman, Pedro Rodriguez, Leo Kinnunen, Herbert Mueller, Jo Siffert, Jackie Oliver, Richard Attwood, Derek Bell, Gijs van Lennep and others, his reputation as a great "spanner-man" meant he was also sub-contracted for employment by Solar Productions to work as a mechanic in the

iconic film "Le Mans" starring Steve McQueen. He also played a mechanic in the film, a small speaking part asking McQueen after the crash "Are you alright Michael?" As well as working on suspension and bodywork for the cars in the film, he constructed two radio-controlled stunt cars for the horrific crash scenes. During his time with the film company 'Dixie' became good friends with McQueen and it was during the shooting and the promotion of the film and his time at J W Automotive Engineering Limited that he collected assorted McQueen and 'Le Mans' other racing memorabilia.

See Bonhams 3 December 2007 auction (sale number 15348) lots 384-391 for other items sold from 'Dixie' Dean's collection.

145

**ASSORTED RACING MEMORABILIA FROM THE COLLECTION OF THE LATE 'DIXIE' DEAN,**

comprising two steering wheels (believed suitable for Ford GT40 and Porsche 917); a Ford GT40 Perspex sidelight cover applied with stickers and GT40 steering wheel centre; other detached steering wheel centres and badges for GT40, Cobra GT350, Carroll Shelby, Ford and Mustang; a good collection of period Gulf and other sponsor's stickers; a champagne bottle from the 1968 Le Mans victory celebrations, applied with Ford stickers for 1968 and 1969; a model of a Porsche 917 signed by Pedro Rodriguez, together with a signed photograph showing 'Dixie' and the driver at the signing; other models; and a collection of armbands from various events attended in his career including and 1966 Le Mans 'Pilote' armband, and other items including 'Dixie' Dean's Proto tool chest with some tools.

(Qty)

**£1,000 - 1,200**

**€1,100 - 1,400**



145

146

**'DIXIE' DEAN'S PHOTOGRAPH ALBUMS,** including colour and monochrome photographs taken by 'Dixie', and other publicity, press and candid images, taken in the pit lane, paddock, workshops, race tracks and while on the road attending races, many good images of Ford GT 40, Porsche 917, filming at Le Mans and other locations, many contained in folders and ring-bound albums, some loose including signed photographs (many dedicated to 'Dixie') from Jackie Ickx, Mike Hailwood, Jackie Oliver (dated Le Mans 1969), Gerard Larousse, David Hobbs, David Piper, Lucien Bianchi (dated Le Mans 1968), Derek Bell, Vic Elford, Pedro Rodrigues, Brian Redman, Jonathan Burton, Jo Siffert, Masten Gregory, Michael Parkes and others, together with newspaper cuttings, post cards, greetings cards, magazines and other related ephemera.

(Qty)

£1,100 - 1,400

€1,200 - 1,600

147

**A LARGE PHOTOGRAPHIC PORTRAIT OF STEVE MCQUEEN AT 'LE MANS', SIGNED BY THE ACTOR,**

monochrome, depicting the actor as Michael Delaney in his iconic Gulf racing overalls, signed in blue marker, 50 x 38cm, mounted, framed and glazed.

£2,000 - 3,000

€2,300 - 3,400



147



146 (Part)





148

149

149

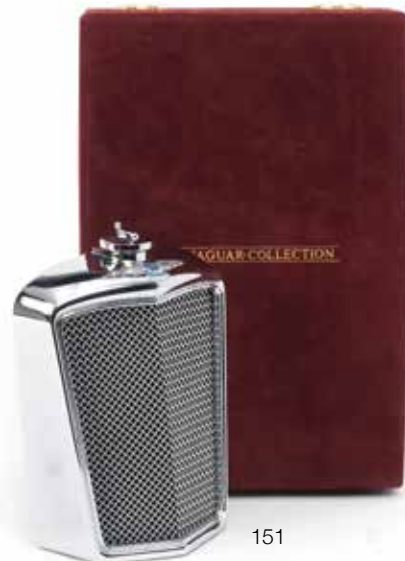
150



152



153



151



155



154

**OTHER PROPERTIES**

148 †  
**AN 'SS JAGUAR' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,**  
 chromed surround with wire grille, with enamel radiator badge and complete with cap, 18cm high.  
 £1,500 - 1,800  
 €1,700 - 2,000

149 †  
**TWO RADIATOR DECANTERS FOR BENTLEY AND ROLLS-ROYCE BY RUDDSPED, BRITISH, 1960S,**  
 each chromed surround and with enamelled radiator badges, the Bentley example with green wire mesh grille and 'dog-bone' cap, replaced backing plate, the Rolls-Royce example with shuttering and town cap, each 20cm high.  
 (2)  
 £1,000 - 1,500  
 €1,100 - 1,700

150 †  
**A MERCEDES-BENZ 540K RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,**  
 chromed surround, with printed radiator grille, enamel badge and with plastic mascot cap, 22cm high.  
 £1,000 - 1,500  
 €1,100 - 1,700

151 †  
**A BOXED 'SS JAGUAR' RADIATOR DECANTER BY CLASSIC STABLE LTD,**  
 chromed surround with wire-mesh grille, enamel radiator badge and 'dog-bone' cap, 18cm high, in claret velvet box with padded interior marked 'The Jaguar Collection' to lid.  
 £1,000 - 1,500  
 €1,100 - 1,700

152  
**A CASED PIRELLI LIMITED EDITION BELT BUCKLE DESIGNED BY SALVADOR DALI, CIRCA 1970,**  
 Italian for the US Export market, in brass with Dali design erotic motoring scene in relief, limited edition numbered 'NR.0050', marked 'Made in Italy' to reverse, 10cm long, contained in original dark blue leathercloth fitted case with 'Pirelli Limited Edition' gilt lettering to lid.  
 (2)  
 £1,000 - 1,500  
 €1,100 - 1,700

153  
**A 'FERRARI 275 LONG NOSE' GLASS DESKPIECE BY DAUM,**  
 moulded crystal half profile, engraved 'Daum France' to side of base, bearing 'Daum' sticker and with 'Pavillon Christofle Catania' retailer's label to reverse, 23cm long.  
 £1,000 - 1,500  
 €1,100 - 1,700

154  
**TWO FERRARI PAINT AND LEATHER SAMPLES BOOKLETS, 1960S/1970S,**  
 comprising a Carrozzeria Scaglietti of Modena paint samples booklet, stud-fastened yellow card covers, with 17 paint option swatches including metallic finish, and a Connolly Leather samples booklet with nine interior leather swatches.  
 (2)  
 £1,200 - 1,600  
 €1,400 - 1,800

155 †  
**A CASED SET OF STERLING SILVER COMMEMORATIVE MOTORING INGOTS, BY JOHN PINCHES, 1970S,**  
 36 ingots, produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case 42cm wide, complete with two keys and corresponding information cards.  
 (Qty)  
 £1,000 - 1,500  
 €1,100 - 1,700



156



160

156 <sup>Ω</sup>

**INDUCTA FOR ROLEX, A DOUBLE-SIDED ILLUMINATED ADVERTISING CLOCK,** Rolex type number 72X87X218, APP number 130556, Rolex number HM2-409-9, manufactured in 1997, in working order, quartz movement by Inducta numbered RH-111-60-D powered with lithium batteries, each side, white 50cm diameter dial, applied baton numerals, fluted bezel, clear glass lens, dials marked Rolex, in illuminated Rolex advertising wall mounted case, 87 x 72 x 22.5cm, with 22cm mounting bracket, wired for illumination.  
£4,000 - 5,000  
€4,500 - 5,600

157<sup>Ω</sup>

**A MERCEDES-BENZ CIGARETTE LIGHTER, FORMERLY THE PROPERTY OF ALFRED NEUBAUER, GERMAN, 1950S,** the Myflam brand lighter with engine turned decoration to reservoir cover, engraved 'Alfred Neubauer Teamleiter Kaptain Mercedes-Benz' on one side, with large monogram TK on other, working mechanism still sparks, 4.5cm high.  
£6,000 - 7,000  
€6,800 - 7,900



159

158 †

**A SMOKER'S COMPANION IN THE FORM OF AN EDWARDIAN MOTOR CAR,** believed period, in the form of a circa 1904 four-seat open tourer motorcar, wood and metal construction, the body with two hinged sections revealing hidden compartments, the headlamps with glass lenses and wheels with original rubber tyres (distressed with some cracking), 18cm long.  
£2,000 - 3,000  
€2,300 - 3,400

159

**A STERLING SILVER ASHTRAY BY SEBASTIAN GARRARD & CO, A ROLLS-ROYCE CHRISTMAS GIFT FOR 1926,** hallmarked to underside of base, with central miniature Spirit of Ecstasy figure after the original design by Charles Sykes, the rim with applied initials 'G.B.', 15cm diameter, offered with copies of a 1975 auction invoice and a related typed list.  
(3)  
£1,500 - 2,000  
€1,700 - 2,300



157



158

160

**A STERLING SILVER DESK CLOCK BY SAUNDERS & SHEPHERD, A ROLLS-ROYCE CHRISTMAS GIFT FOR 1927,** 8-day brass-cased clock with square-dial and Swiss movement, mounted within sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1927, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, red enamelled badge and miniature Spirit of Ecstasy mascot, with engraved initials 'G.B.' to the front of base, in working order at time of cataloguing, 13.5cm high overall, having undergone a recent clean and service by Motionwork Ltd of London in 2016 and offered with copy of invoice, and copies of a 1975 auction invoice and a related typed list.  
(4)  
£1,800 - 2,200  
€2,000 - 2,500

161

**A STERLING SILVER DESK BAROMETER BY SAUNDERS & SHEPHERD, A ROLLS-ROYCE CHRISTMAS GIFT FOR 1933,** square dial, mounted within a sterling silver case by Cornelius Saunders & Francis Shepherd, hallmarked London, 1933, in the form of a Rolls-Royce radiator, with engine-turned grille decoration, black enamel badge and miniature Spirit of Ecstasy mascot, with engraved initials 'G.B.' to the front of base, 15cm high overall, having undergone a recent clean and service by Motionwork Ltd of London in 2016 and offered with associated invoice, a 1975 auction invoice and a related typed list.  
(4)  
£3,000 - 4,000  
€3,400 - 4,500





162



163

162 †

**A HISPANO-SUIZA 'FLYING STORK' DESKPIECE BY F.BAZIN, FRENCH, CIRCA 1920,**

signed to base, un-plated bronze depicting the stork in flight above a stylised cloud formation, with rivet fixings to tip of wings, 21cm long, mounted to original black marble base and with brass baseplate to underside.

£4,000 - 5,000

€4,500 - 5,600

163 †

**A FINE AERONAUTICAL BRONZE DESKPIECE SCULPTURE BY PAUL MOREAU-VAUTHER, INSPIRED BY THE 1908 "MICHELIN CUP" AVIATION CONTEST TROPHY,**

cast patinated bronze sculpture depicting an early aviator climbing onto the mythical winged horse Pegasus taking off from a terrestrial hemisphere globe escaping the clutches of a female allegorical figure symbolising the earth's pull of gravity, with clearly inscribed sculptor's signature to rear of base and further inscribed 'fonte sur platre', with Susse Freres of Paris foundry stamps and signature around the base, the globe with inscription in French "L'Homme enfourchant sa Machine Volante échappe à l'Attraction de la terre" ("Man riding



164



165

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**A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1967 FERRARI 330P4 BY JAVAN SMITH,**

finely detailed 'kerbside' model of chassis number 0858, the Scuderia Ferrari works entry to the 1967 Le Mans 24-Hour race driven by Ludovico Scarfiotti and Mike Parkes, full interior detailing, presented on an all Plexiglas Plinth and enclosed within an etched display case, 60 x 27 x 20cm, complete with signed certificate of authenticity.

£2,200 - 2,500

€2,500 - 2,800

165

**A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1963 LUMSDEN/SARGENT JAGUAR E-TYPE 'LOW DRAG' BY JAVAN SMITH**

a finely detailed 'kerbside' model of chassis number S850663, the fabulous 'Lumsden/Sargent' E-Type Low Drag Coupe - reputed in period to be the fastest E-Type in the world - fully detailed interior and presented on a Perspex plinth with etched display case, 60 x 28 x 20cm, complete with signed and dated certificate of authenticity by the maker.

£2,200 - 2,500

€2,500 - 2,800

his flying machine escapes the attraction of the earth"), the bronze mounted on original green/black marble base which bears brass plaque engraved in French "à M.A.Lebreton - Stockiste du Pneus Michelin - En souvenir de 32 ans - de fidele collaboration 1898-1930" ("to M.A.Lebreton - Stockist of Michelin Tyres - a souvenir of 32 years of loyal collaboration"), the sculpture standing 28.5cm overall.

£1,000 - 1,500

€1,100 - 1,700

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



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166

**A FINE 1:8 SCALE SCRATCHBUILT MODEL OF THE 1969 LE MANS WINNING FORD GT40 BY JAVAN SMITH**

limited edition 'kerbside' model of the fabulous Ford GT40 chassis #1075 - one of the world's most celebrated race cars, '1075' has six race victories to its credit, but is best known for winning the Le Mans 24-Hour race, twice - Pedro Rodriguez and Lucian Bianchi drove 1075 to its first Le Mans win in 1968 and the same car winning again in 1969 in the hands of Jacky Ickx and Jackie Oliver. The model features full interior and visible engine detailing, from a limited build number of only 25 examples, mounted on a Perspex plinth with etched Perspex display case, overall dimensions 60 x 27 x 22cm

**£2,500 - 3,000**  
**€2,800 - 3,400**

167\*

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

kerbside model, signed Conti. M to the underside, produced in the mid 1950s by the renowned model maker, metal construction, with articulated steering, wheels with rubber tyres, the cockpit with leather seat, steering wheel loose, the body finished in silver coloured Grand Prix race livery, 35cm long.

**£3,500 - 4,500**  
**€3,900 - 5,100**

168 ♦♦♦

**AN AUTO SPRINT 900 CHILD'S PEDAL CAR BY GIORDANI OF ITALY, CIRCA 1964,**

single seat pedal car in the form of an Italian Grand Prix racer, fully restored, steel body painted red and wearing number '6' race roundel to bonnet, wheels with solid rubber tyres, chromed grille and other brightwork, simple steering with stirrup push-pedals powering rear wheels, black leatherette seat and three-spoke steering wheel with Giordani centre boss, the car measuring approximately 120cm overall.

**£1,500 - 2,000**  
**€1,700 - 2,300**

169 ♦♦♦

**A SUPERSCALE '1929 LE MANS 4½ LITRE BLOWER BENTLEY' ELECTRICALLY POWERED CHILD'S CAR BY MEYNELL, PHILLIPS & CO LTD, CIRCA 1969, GIFTED TO A MEMBER OF THE BRITISH ROYAL FAMILY AND IN THEIR CONTINUOUS FAMILY OWNERSHIP FOR 50 YEARS,**

one of 150 examples produced by Meynell, Phillips & Co.Ltd of Burton-on-Trent, who originally showcased the model at the H.R. Owen Ltd London Showroom in August 1969, single-seat child's car built on steel frame chassis with colour impregnated moulded

fibreglass body finished in British Racing Green with Union Jack flag and number '1' race decals to each side, rear mounted SIBA 12V DC electric motor via chain and belt drive to rear wheels and modern battery unit concealed under rear tonneau and offered with Duco battery charger, 4-speed forward and 2-speed reverse gears powering the car up to a reported 12mph, rack and pinion steering and foot-operated shoe brakes to the four wire-spoked wheels shod with Dunlop pneumatic tyres and exterior mounted handbrake, the cockpit with black leather seat and steel steering wheel, complete with moulded plastic radiator, operating headlights, electric horn, Perspex aero screen, leather bonnet straps and spare wheel, reported as being in functional condition with some general play wear commensurate with age, front right mudguard with old glued repair and one section detached but present, measuring approximately 195cm overall.

**£2,500 - 3,500**  
**€2,800 - 3,900**





170 ◊◊◊

**A BMW 328 ELECTRIC CHILD'S CAR,** fibreglass body over metal framed chassis, powered by 24 Volt electric golf buggy engine, with top speed of 8mph, forward and reverse gears, upholstered red vinyl seat, three spoke steering wheel, control switches on dashboard, with working lights, fitted with aero screens, 95cm long overall, with charger, in working order.

£2,500 - 3,500  
€2,800 - 3,900

This child's car was recently subject to an £800 restoration.

171 ◊◊◊

**A HALF-SCALE 'FORMULA 1 MCLAREN MP4-13' CHILD'S CAR BY HOLLYWOOD SOUND LABS,**

metal framework chassis with moulded fibreglass panels, decorated with KIMI, Mobil, Siemens Mobile, Mercedes-Benz and Sap logos, 110cc 8Hp petrol engine, 3-speed and reverse, sequential gearbox, with a top speed of 50mph, 2.3m long overall, used.

£6,000 - 8,000  
€6,700 - 9,000

171A ◊◊◊

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

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

£5,000 - 7,000  
€5,700 - 8,000

172 ◊◊

**A 1986 LE MANS SILK CUT JAGUAR WIND TUNNEL MODEL,**

approximately 1:3 scale, moulded plastic on metal base with rear spoiler, foam tyres, in white and purple with gold-coloured trim race livery and wearing race number 51, with Silk Cut, Champion, Dunlop, Castrol and TWR sponsors' logos, of the V-12 XJR-6 driven by Derek Warwick and Eddie Cheever at the 24-Hour event in the C1 class, measuring approximately 160cm long, some yellowing to plastic, offered with original purple painted wooden transport crate.

(2)

£1,000 - 1,500  
€1,100 - 1,700

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171A



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**'WET AND DRY', A SIGNED LIMITED EDITION PRINT AFTER ALAN FEARNLEY, NUMBER 1,**

numbered 1 of a limited edition of 850, depicting Michael Schumacher in the Benetton Renault leading Damon Hill to eventual victory at the 1995 Belgian Grand Prix on the way to his second Formula 1 World Championship, signed by Schumacher, Damon Hill and the artist, 52 x 69cm, unframed.

**£1,000 - 1,200**  
**€1,100 - 1,400**

174

**A 2016 AUSTRALIAN GRAND PRIX PORTRAIT PHOTOGRAPH, SIGNED BY COMPETING DRIVERS,**

large format photograph featuring all 22 drivers from the various teams competing at the Melbourne Grand Prix, signed by each driver in mainly black marker and comprising: Marcus Ericsson, Felipe Nasr, Romain Grosjean, Esteban Gutierrez, Kevin Magnussen, Jolyon Palmer, Rio Haryanto, Pascal Wehrlein, Jenson Button, Fernando Alonso, Max Verstappen, Carlos Sainz Jr, Nico Hulkenberg, Sergio Perez, Daniil Kvyat, Daniel Ricciardo, Nico Rosberg, Lewis Hamilton, Sebastian Vettel, Kimi Raikkonen, Felipe Massa and Valtteri Bottas; the poster measuring 57 x 85cm, display mounted, framed and glazed.

**£1,000 - 1,200**  
**€1,100 - 1,400**



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**THE OFFICIAL FORMULA 1 OPUS: CLASSIC EDITION; PUBLISHED 2012,** limited edition numbered 19, large format title in cloth-bound hard covers with checkered flag design front cover and black leather spine, signed by Bernie Ecclestone to title page, 845 numbered pages, well illustrated with many full colour images, contained in black cloth presentation library box (side panels loose), with original carton packing.

**£2,000 - 3,000**  
**€2,300 - 3,400**

176

**A FRAMED PHOTOGRAPH OF JIM CLARK WITH MULTIPLE SIGNATURES OBTAINED AT THE JIM CLARK REUNION DINNER, 1993,**

large format monochrome trackside image of Clark, 49 x 38cm, with many signatures to the white card mount of attendees of the Jim Clark

Reunion Dinner at Balmoral Hotel, Edinburgh, April 3rd 1993, and including: Bill Allen, Cliff Allison, Raymond Baxter, Hazel Chapman, Peter Collins, David Coulthard, Dario Franchitti, Peter Gethin, Ken Gregory, Paddy Hopkirk, Innes Ireland, Les Leson, Brian Lister, Alan McNish, Jackie Oliver, Tim Parnell, David Piper, Maurice Rowe, Jack Sears, Jackie Stewart, Peter Warr, Tom Wheatcroft, and many others including Lotus Team Members, mechanics, drivers, motorsport luminaries, journalists and other friends and associates of Jim Clark, in excess of 120 signatures overall, displayed with a glazed frame, measuring 72 x 60cm overall and offered together with a menu of the memorial dinner listing the guests.

(2)  
**£1,400 - 1,800**  
**€1,600 - 2,000**





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177  
**A 'TRIBUTE TO AYRTON SENNA' SILVER ROLLERBALL PEN BY MONTEGRAPPA, ITALIAN, LIMITED EDITION NUMBER 0272/1960,**

the pen with screw-top lid, decorated with Senna SS logo, bearing 0272 number, pocket clip in the shape of a Formula 1 car, with tyre cap end, the barrel with engine turned decoration, in original box with Lucite pen rest and cover, cartridge refill in 'glove', with booklet and matching numbered certificate.

(Qty)  
**£1,000 - 1,400**  
**€1,100 - 1,600**

The "TRIBUTE TO AYRTON SENNA" Limited Edition collection consisted of:  
 1960 sterling silver fountain pens  
 1960 sterling silver rollerballs  
 161 solid 18K gold fountain pens  
 41 solid 18K gold rollerballs.  
 1960 was the year Senna was born, 161 was the number of Formula 1 races he took part in, 41 was his number of race victories.



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**A 'TRIBUTE TO AYRTON SENNA' SILVER ROLLERBALL PEN BY MONTEGRAPPA, ITALIAN, LIMITED EDITION NUMBER 0360/1960,**

the pen with screw-top lid, decorated with Senna SS logo, bearing 0360 number, pocket clip in the shape of a Formula 1 car, with tyre cap end, the barrel with engine turned decoration, with refillable fountain reservoir, in original box with Lucite pen rest and cover, blue ink cartridge refill in 'glove', with booklet and matching numbered certificate.

**£1,200 - 1,600**  
**€1,400 - 1,800**

179  
**A 'TRIBUTE TO AYRTON SENNA' 18 CARAT GOLD ROLLER BALL PEN BY MONTEGRAPPA, ITALIAN, LIMITED EDITION NUMBER 34/41,**

the solid gold pen with screw-top lid, decorated with Senna SS logo, bearing 34/41 number engraved 'Monte Carlo 31-5-92', his 34th Formula 1 race victory, gold pocket clip in the shape of a Formula 1 car, with tyre cap end, the barrel with engine turned decoration, in original box with Lucite pen rest and cover, refill in 'glove', with booklet and matching numbered certificate.

**£3,000 - 4,000**  
**€3,400 - 4,500**

180

**A 1:8 SCALE LIMITED EDITION MODEL OF THE 2007 JAPANESE GRAND PRIX WINNING MCLAREN-MERCEDES BY AMALGAM, NUMBERED 1 AND SIGNED BY LEWIS HAMILTON,**

finely detailed hand-built model, resin body with aluminium parts and rubber tyres, finished in silver and red race livery with Vodafone and other sponsors' logos and wearing race number 2, depicting the MP4-22A car as driven to victory by Lewis Hamilton at the Fuji Speedway circuit, 58cm long, numbered 1 of 99 examples and signed by Hamilton in silver marker to the base, mounted within Perspex display case, together with Certificate of Authenticity and letter signed by Team McLaren Operations Manager P N Riddell confirming the signature.

(3)  
**£3,000 - 4,000**  
**€3,400 - 4,500**

This model was the first example of this model made by Amalgam, it was then sent on a Worldwide sales tour to generate orders. After it was returned from the tour it was fully stripped and rebuilt by Amalgam.



181

**181  
A LIGHTWEIGHT RACING HELMET  
FORMERLY THE PROPERTY OF 1958  
WORLD DRIVER'S CHAMPION MIKE  
HAWTHORN, 1950S,**

black lacquer outer, with cork, black leather and black webbing lined shell, black leather chin straps and neck support, padded black leather 'peak', used condition, fitted with Herbert Johnson visor. Formerly the property of Rob Walker until 1968, then owned by Tom Wheatcroft until 1980, when it was gifted to Kevin Wheatcroft for his 21st Birthday. Displayed at the Donington Grand Prix Collection from 1973 until 2005, when the collection obtained another Hawthorn helmet. Sold together with a letter of provenance.

(3)  
**£10,000 - 14,000**  
**€11,000 - 16,000**



182

**182  
A HERBERT JOHNSON RACING HELMET  
WORN BY FIVE TIMES WORLD DRIVER'S  
CHAMPION JUAN MANUEL FANGIO,  
1950S-60S,**

size 6 7/8, extremely deep dark blue painted and shellac varnish, peaked shell, with canvas and leather chin strap and neck support, cork lined with webbing bearing maker's label and leather interior, used, offered with an unsigned typed letter of provenance in French, with English translation.

(2)  
**£30,000 - 40,000**  
**€34,000 - 45,000**

See Bonhams sale 13184 Quail Lodge 21005 lot 837.



183

**183  
A 2005 SEASON JORDAN GRAND PRIX  
FORMULA 1 STEERING WHEEL,**

with carbon fibre finish and grey rubber grips, featuring buttons, dials, LEDs and digital display and with paddles to rear, signed by Formula 1 engineer Pat Symonds to the upper edge, as fitted to the fifteenth and final iteration Jordan-Toyota EJ15 Formula 1 cars driven by Tiago Monteiro and Narain Karthikeyan, before the team was sold and re-emerged as Spyker F1 for the 2007 season.

**£2,500 - 3,500**  
**€2,800 - 3,900**



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**THE LOWER REAR WING COMPONENT FROM MARTIN BRUNDLE'S CRASHED JORDAN 196, AUSTRALIAN GRAND PRIX, MELBOURNE 1996,**

signed by the driver and dated '96, carbon fibre composite, with one aerofoil finished in early season light yellow and Benson & Hedges sponsorship, the end component engraved '3.68kg, No5 Assy, 12-2-96', with accident damage, 97.5cm wide.

**£1,000 - 1,200**

**€1,100 - 1,400**

Australian Grand Prix 1996, Melbourne 10 March 1996. It was an all-Williams front row with Damon Hill and Jacques Villeneuve in the blue and white Rothmans cars. In the first corner Hill was squeezed by Irvine, lost momentum and was overtaken by both Ferraris in the run down going into the third corner. Behind Hill, Alesi sliced across in front of Hakkinen and Barrichello to claim the corner and began a chain reaction of heavy braking as drivers tried to avoid colliding with one another. David Coulthard veered left under braking and his McLaren hit the side of Herbert's Sauber. Herbert tried to avoid the car

and braked heavily. Martin Brundle was behind them and unable to slow sufficiently, hitting the rear of Herbert's and Coulthard's cars and was launched into a barrel roll, ending in a sand trap at turn 3 and breaking his car in two. "I was flat out in sixth doing about 290kph so the closing speed was too high for me to do anything about it," Brundle said. "I was a passenger on a high-speed merry-go-round. I just concentrated on making sure I didn't hit my head. The accident seemed to go on for a very long time." Brundle was luckily unhurt. The race was halted to allow the circuit to be cleared, giving Brundle enough time to run the entire length of the pitlane to find Professor Sid Watkins, get a medical check up and make it back to the pits get into the spare car for the re-start. He started the new race from the pitlane, but, as his brakes were not up to temperature, he ran into the rear of Pedro Diniz's Ligier at Turn 3 when the Brazilian braked earlier than expected. This time Martin spun off and stalled, his race was over.

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**A 2014 FORMULA 1 SEASON MERCEDES AMG PETRONAS SIDE-POD,**

right hand side-pod panels, carbon fibre construction in two sections, in silver and turquoise race livery with 'Petronas' sponsors branding, the forwardmost section with label to reverse 'W/O 20241 - 2014-DO3-0078 - FWD. SIDEPOD LOW COOLING-RH' and with handwritten number 'L3', race or track history unknown but showing some signs of track use with minor surface scratches and pitting in places with small puncture mark and taped repair surface damage to upper side of leading section with some loss to decal in lower corner, measuring approximately 170cm long overall, of the type fitted to the Mercedes AMG Petronas W05 Hybrid F1 Team cars during the 2014 season, with Team Drivers Nico Rosberg and Lewis Hamilton.

(2)

**£1,500 - 2,000**

**€1,400 - 1,800**

186 ♦♦

**A 2003 FORMULA 1 SEASON WEST  
MCLAREN-MERCEDES REAR WING  
ASSEMBLY,**

carbon fibre construction, in black and white race livery with 'West' sponsor's decals to spoilers and Schuco, Loctite, Sonax and Pegasus logos to end-plates, track history unknown but showing some signs of use with minor surface paint chips in places, with inscribed numbers '95708 17A WR 0047D/RREDS-3026' and '17A WR 0047D/LREDS-3026 95704' to inside of end-plates, measuring 100cm wide, of the type fitted to the Mercedes engined McLaren MP4-17D F1 Team cars for the 2003 season, with Team drivers David Coulthard and Kimi Raikkonen.

**£2,000 - 3,000**

**€2,300 - 3,400**

187 ♦♦

**A 2006 FORMULA 1 SEASON RED BULL  
RB2 REAR WING ASSEMBLY,**

carbon fibre construction, in dark blue and silver race livery with Red Bull and 'Gives You Wings' decals, track history unknown, some surface scratches to underside of spoiler, the end-plates bearing labels numbered 'RB2-RW-00011.02#111' and 'RB2-RW-00012.02#107' respectively, measuring 100cm wide, of the type fitted to the Ferrari engined Red Bull Racing RB2 Team cars for the 2006 season, with Team drivers David Coulthard and Christian Klien/Robert Doornbos.

**£2,000 - 3,000**

**€2,300 - 3,400**



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**CHARITY LOTS**



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**188  
A 2019 FORMULA 1 SEASON SCUDERIA TORO ROSSO REAR WING END-PLATE, OFFERED FOR SALE ON BEHALF OF WINGS FOR LIFE,**

carbon fibre construction, right hand side end-plate, the outer side in blue, pale blue and white race livery with 'Organics by Red Bull' and 'Tonic Water' logos, the inner side in brown, yellow and white livery with 'Organics by Red Bull' and 'Ginger Ale' logos, the lower edge marked 'TR14-RW-10002-H509', measuring approximately 67 x 70cm, of the type fitted to the 2019 Toro Rosso Team cars driven by Alexander Albon and Daniil Kvyat and used at several occasions during the 2019 Formula 1 season, offered together with Letter of Authenticity signed by Team Principal Franz Tost.

(2)

**£1,000 - 1,500**

**€1,100 - 1,700**

**189 •  
RED BULL RACING FACTORY TOUR AND SIMULATOR EXPERIENCE PLUS A MEET & GREET WITH TEAM PRINCIPAL CHRISTIAN HORNER, OFFERED FOR SALE ON BEHALF OF WINGS FOR LIFE,**

A 90min tour of the Red Bull Racing factory in Milton Keynes, will give you an understanding of the life cycle involved in designing and manufacturing the Aston Martin Red Bull Racing RB15.

As well as the behind-the-scenes tour, meet with Team Principal, Christian Horner OBE. Ask Christian his thoughts on the season as well as picking up some vital tips to aid your very own

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driving skills! Then, pick an F1 circuit of choice, receive one-on-one coaching by their simulator engineers and then put yourself to the ultimate test to see how you cope with the complexity of driving an F1 car. This isn't for the faint hearted and offers a very true representation of the fitness, stamina and concentration required by a modern day F1 driver, normally reserved exclusively for drivers during the race preparation stages.

Terms and conditions: Maximum of 2 people; guests must be 16 years or over; all assets of the experience to be used on one day by the same 2 people; order of experiences are dependent on date and time of booking; meet and greet subject to Christian Horner availability, on weekdays only; experience must be redeemed in 2019; cannot be sold onto third parties.

**£3,000 - 4,000**

**€3,400 - 4,500**



189

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

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.

Wings for Life UK organises a range of fundraising events for their supporters and always welcomes new volunteers. UK Registered Charity No. 1138804 [www.wingsforlife.com](http://www.wingsforlife.com)

190 - 200

No lots



## VEHICLE REGISTRATION NUMBERS

### IMPORTANT NOTICE

Before bidding on Vehicle Registration number lots, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly (This can take between 2 to 8 weeks to process). When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer/nominee failing to do so. Buyers Premium is charged at car rates for lots 201 - 219

201

#### UK VEHICLE REGISTRATION NUMBER '121 BM'

held on DVLA V750 Certificate of Entitlement,  
expires 12 November 2026.

£4,500 - 5,500

€5,000 - 6,200



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202

#### UK VEHICLE REGISTRATION NUMBER 'NJ 600'

held on V778 Retention Document, expires 22  
January 2029.

£6,000 - 7,000

€6,700 - 7,800



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203

#### UK VEHICLE REGISTRATION NUMBER '33 GP'

held on DVLA V750 Certificate of Entitlement,  
expires 12 November 2025.

£7,000 - 9,000

€7,800 - 10,000



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204

#### UK VEHICLE REGISTRATION NUMBER 'TU 16'

held on DVLA V778 Retention Document,  
expires 24 April 2029.

£8,000 - 10,000

€9,000 - 11,000



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205

#### UK VEHICLE REGISTRATION NUMBER '8 STP'

held on DVLA V778 Retention Document.  
Further details will be available at the time of  
auction.

£10,000 - 12,000

€11,000 - 13,000



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





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**UK VEHICLE REGISTRATION NUMBER  
'GTB 308S'**

held on DVLA V778 Retention Document,  
expires 22 March 2026.

£10,000 - 15,000

€11,000 - 17,000



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207

**UK VEHICLE REGISTRATION NUMBER  
'5 SWB',**

held on DVLA V778 Retention Document,  
expires 02 June 2026.

£12,000 - 15,000

€13,000 - 17,000



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208

**UK VEHICLE REGISTRATION NUMBER  
'1 HKN',**

held on DVLA V778 Retention Document,  
expires 29 April 2025.

£15,000 - 20,000

€17,000 - 22,000



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209

**UK VEHICLE REGISTRATION NUMBER  
'1 DRE',**

held on DVLA V778 Retention Document,  
expires 11 March 2029.

£15,000 - 20,000

€17,000 - 22,000



210

210

**UK VEHICLE REGISTRATION NUMBER  
'H 59',**

held on DVLA V778 Retention Document,  
expires 02 February 2028.

£15,000 - 20,000

€17,000 - 22,000



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211

**UK VEHICLE REGISTRATION NUMBER  
'2 DBR',**

held on DVLA V750 Certificate of Entitlement,  
expires 09 November 2026.

£15,000 - 20,000

€17,000 - 22,000

212

**UK VEHICLE REGISTRATION NUMBER  
'JC 18',**

held on DVLA V778 Retention Document,  
expires 15 October 2028.

**£24,000 - 28,000**

**€27,000 - 31,000**

The JC series of numbers were first issued in  
March 1931.

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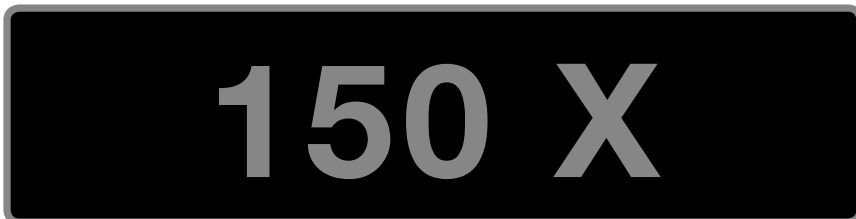
**UK VEHICLE REGISTRATION NUMBER  
'150 X',**

held on DVLA V778 Retention Document,  
expires 29 September 2026.

**£30,000 - 40,000**

**€34,000 - 45,000**

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214

**UK VEHICLE REGISTRATION NUMBER  
'64 X',**

held on V778 Retention Document,  
expires 29 September 2027.

**£30,000 - 40,000**

**€34,000 - 45,000**

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215

**UK VEHICLE REGISTRATION NUMBER  
'XKE 1',**

held on DVLA V778 Retention Document,  
expires 16 September 2025.

**£35,000 - 45,000**

**€39,000 - 50,000**

The perfect plate for a Jaguar E type.

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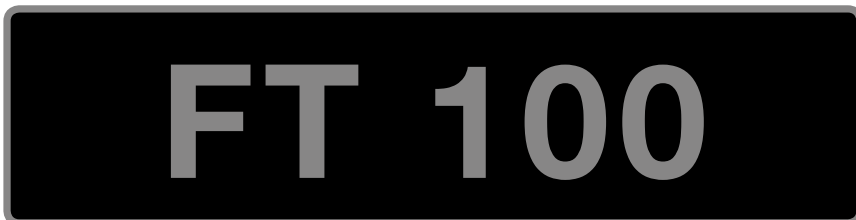
**UK VEHICLE REGISTRATION NUMBER  
'FT 100',**

held on DVLA V778 Retention Document,  
expires 17 May 2028.

**£60,000 - 80,000**

**€67,000 - 90,000**

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# GEN 11

217

# 6 X

218

# WO 1

219

217

**UK VEHICLE REGISTRATION NUMBER 'GEN 11',**

held on DVLA V778 Retention Document, expires 06 June 2028.

**£60,000 - 80,000**  
**€67,000 - 90,000**

GEN 11 is the famous vehicle registration number of 'Chitty Chitty Bang Bang', and can be seen on the car throughout 1968 fantasy adventure film of the same name. In the film, based upon the novel by Ian Fleming, the car was rescued from a scrap heap, restored and owned by the character of Caractacus Potts, played by Dick van Dyke.

218

**UK VEHICLE REGISTRATION NUMBER '6 X',**

at the time of cataloguing this number was being processed by the DVLA to be held on retention. More details will be available at the time of the auction.

**£100,000 - 120,000**  
**€110,000 - 130,000**

219

**UK VEHICLE REGISTRATION NUMBER 'WO 1',**

held on DVLA V778 Retention Document, expires 07 August 2026.

**£250,000 - 300,000**  
**€280,000 - 340,000**

The perfect number to celebrate the Bentley centenary, 'WO 1' was first issued in Monmouthshire in March 1927.

220 - 300  
No lots

# Motor Cars

Lots 301 - 387

Further images of each lot can be found at:  
[bonhams.com/25453](http://bonhams.com/25453)







301

**ONE FORMULA - 50 YEARS OF CAR DESIGN  
BY GORDON MURRAY**

A single, totally unique 'Race Against Dementia Edition' of the recently published two-volume book set compiled with design genius Gordon Murray: *One Formula – 50 years of car design*, written by multiple award-winning author Philip Porter. Race Against Dementia is a global charity founded by Sir Jackie Stewart to fund pioneering research into the prevention and cure of dementia. The charity's vision is to act as a catalyst to cause a breakthrough in the prevention or treatment of dementia with the greatest urgency. Hand-bound and housed in a capped Gordon Murray-orange slipcase, together with a portfolio of blueprints, a DVD BBC programme about Gordon's career, a model of his first car made especially for Gordon Murray Design and an exclusive portfolio, all contained in a hand-crafted solander box. The portfolio contains a unique signed sketch by Gordon, plus a signed photo unique to each copy, a selection of period passes and other period ephemera. The superb box is topped with a sheet of recycled carbon fibre – a material that has been largely pioneered by Gordon Murray. In addition, the RAD Edition includes a page written by Sir Jackie Stewart about Gordon, and a page written by Gordon about Sir Jackie, bound into Volume 1 and signed by both the racing legends.

This Lot is subject to the automobilia Buyer's Premium rate.

**£2,000 - 3,000**

**€2,200 - 3,300**

**No Reserve**



302

*First owned by Frank Sinatra*

**1985 CHRYSLER LEBARON TOWN & COUNTRY  
STATION WAGON**

Registration no. to be advised

Chassis no. 1C3BC59E7FF190899

This Chrysler LeBaron 'woody' station wagon is ranked among the ten most important cars owned by Frank Sinatra alongside his Lamborghini Miura, Lincoln Continental, and Dual Ghia. Indeed, Sinatra had a lifelong affection for Chrysler cars and reputedly got his first break in the music industry not because of his voice but because his potential band-mates were impressed by the fact that he owned a Chrysler! One of his favourites, this Town & Country station wagon was used by Frank Sinatra and his family accountant, Nathan 'Sonny' Golden, for the first six years of its life, and Frank got a real kick out of cruising around with his friends Sammy Davis Jnr and Dean Martin in such an unassuming car. This car is rumoured to be the last vehicle Sinatra owned, and it offers a fascinating insight into the costs of fame; Frank reportedly spent the last ten years of his life being driven around Palm Springs in this undistinguished and unashamedly domestic Town & Country station wagon in order to avoid recognition. As one would expect of a car ordered by an 'A-List' celebrity, this particular LeBaron is very well specified, boasting automatic transmission, air conditioning, two-tone leather interior trim, power assisted steering, cruise control, stainless steel roof rack, heavily tinted privacy glass, and electric operation of the windows, mirrors, and seat. Accompanying paperwork includes copies of the US Certificate of Title with Sinatra's signature, also stating his name together with 'c/o Nathan Golden' (family accountant) with the address of 70855 Sinatra Drive, Rancho Mirage, CA 92270. Also on file are warranty documents in Sinatra's name and previous UK MoT certificates, the most recent of which expired in May 2018.

**£15,000 - 20,000**

**€17,000 - 22,000**

**No Reserve**



303

As campaigned by 'Scuderia Bonhams'

### 1913 HUPMOBILE 32HP TOURER

Registration no. BF 4952

Chassis no. 35943

The turn of the 19th Century was a time when the United States' fast-growing auto industry attracted talented engineers in droves. One such was Robert Craig Hupp, whose early career had included spells with Olds, Ford and Regal. Introduced at the Detroit Auto Show in February 1909, the first Hupmobile was a racy-looking two-seater runabout on an 86" wheelbase - the Model 20 - that was powered by a 20hp four-cylinder engine and priced at \$750. Production began in the US auto industry's - and Robert Hupp's - hometown of Detroit, Michigan in March 1909. Output totalled a little over 1,600 cars by the year's end and more than trebled the following year. Hupmobile's success continued unabated, aided by the introduction in 1912 of a new 32hp four-cylinder car on a 106" wheelbase, the Model 32. 11,649 were sold in 1913 alone and the Model 32 would remain a fixture of Hupmobile's range until the 1916 line-up was announced. This Hupmobile Model 32 tourer was used locally in Yorkshire by its immediately preceding owner, who sympathetically installed a modern ignition coil and modern replica Daytona carburettor in pursuit of easier starting and improved performance. The car is finished in green with black wings and black leathercloth interior, and is equipped with acetylene main lamps and paraffin sidelights. 'Scuderia Bonhams' acquired the Hupmobile in 2009, since when it has been enthusiastically campaigned by Motor Car Department staffers, it has benefited from extensive no expense-spared restoration and preparation with top vintage engineers - expenditure to date totals in excess of £50,000 (bills on file)! Offered with a V5C Registration Certificate, this powerful 32hp car represents an attractive proposition for Veteran Car Club touring events.

£15,000 - 20,000

€17,000 - 22,000



304

### 1994 BENTLEY BROOKLANDS SPORTS SALOON

Registration no. M169 UJW

Chassis no. SCBZE02C1RCH55062

By the end of the 1980s, Rolls-Royce's re-branding of Bentley, begun in 1982 with the launch of the Mulsanne Turbo, had proved an outstanding success. However, the sales graph that had climbed steadily upwards throughout the decade, reaching its peak in 1989, would plunge dramatically within just a couple of years because of economic recession. Rolls-Royce responded by rationalising the Bentley range, dropping the normally-aspirated Mulsanne and Eight saloons and introducing the evocatively named Brooklands, the latter being in effect a Turbo R minus turbocharger but retaining the R's sports suspension and adaptive damping control. First seen in the Continental R, the Brooklands' new four-speed automatic transmission boasted a floor-mounted shift lever in keeping with the marque's sporting traditions. As usual there was a long-wheelbase (LWB) variant available costing some £16,000 more than the standard car, itself not exactly cheap at around £96,500 (in late 1993), which perhaps explains why only 199 LWBs had been sold when the Brooklands was deleted in 1998. Finished in Sherwood Green with Spruce Green-piped beige leather interior, this lovely Bentley Brooklands was supplied new and serviced by marque specialists P&A Wood, from whom it was purchased by the current owner in November 2014 (sales invoice on file). Stored in a newly constructed dehumidified museum, it has not been used on the road since acquisition and is presented in excellent condition throughout having covered only some 48,000 miles from new. Freshly MoT'd, this increasingly collectible modern Bentley is offered with a V5C Registration Certificate, two expired MoTs, and numerous servicing and maintenance invoices issued by P&A Wood.

£15,000 - 18,000

€17,000 - 20,000

No Reserve





305

One owner from new

## 2011 BENTLEY MULSANNE SPORTS SALOON

Registration no. LJ11 BYM

Chassis no. SCBBA63Y8BC015683

- Automatic transmission
- 29,729 miles from new
- Full Bentley main dealer service history
- Excellent condition



"Like the turbocharged Mulsannes that have preceded it, this Bentley manages the beguiling trick of combining the atmosphere of a country house library with the ability to out-accelerate most sports cars, a feat all the more surprising in the light of its unmissable scale. Once sampled, the experience is a hard one to give up, though few will enjoy it given the Mulsanne's £225,900 price tag, a figure easily inflated once the bespoke options are explored." – *Sunday Times*.

In 2010 Bentley Motors revived the evocative Mulsanne name for its new sports saloon. Last used by Bentley in the early 1990s, 'Mulsanne' referred to the eponymous corner on the Le Mans circuit, scene of the firm's five victories in pre-war days and its one modern-era win in 2003. It was resurrected as the model name for the replacement for the Arnage, Bentley's then flagship model. The new Mulsanne was unveiled at the Pebble Beach Concours d'Elegance in August 2009 and is historically significant as the first flagship model to be independently designed by Bentley Motors since the Rolls-Royce takeover of 1931. Deliveries to the UK began in the summer of 2010.

Like the preceding Arnage, the Mulsanne is powered by a 6.75-litre V8 engine, albeit one totally redesigned and equipped with twin turbochargers, cylinder de-activation, and variable cam timing to meet the Euro 5 emissions regulations. Despite this requirement, the all-new engine comfortably matches its venerable predecessor, producing 505bhp at a mere 4,200rpm, with peak torque of 725lb/ft arriving at 1,750 revs. Power reaches the rear wheels via a ZF eight-speed automatic gearbox.

According to *Car* magazine: "Driven quickly... the Mulsanne handles amazingly well for a car of such girth. The gearbox helps; it changes with unbelievable speed and smoothness at the redline despite the forces at work, and the choice of 'sport' mapping or full manual control via paddles behind the wheel means you can always summon the right amount of torque to keep the car balanced in corners..."

Finished in brown metallic with cream leather interior, this magnificent Bentley Mulsanne has been owned from new by the current vendor and comes with full Bentley main dealer service history. The car has covered only 29,729 miles from new (less than 4,000 miles annually) and as one would expect of such a pampered example is presented in excellent condition throughout.

**£50,000 - 80,000**  
**€56,000 - 90,000**

306

## 1998 FERRARI 550 MARANELLO COUPÉ

Coachwork by Pininfarina

Registration no. R687 LCG

Chassis no. ZFFZR49B000111707

- *Delivered new to France*
- *Imported into the UK in 2002*
- *Serviced in February 2018*  
*(cam belts and clutch changed)*
- *All books and tools*



With the introduction of the 550 Maranello in 1997, Ferrari returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365 GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the Maranello's 5.5-litre V12 developed 485bhp, some 100-or-so horsepower more than the Daytona's, which was delivered to the road via a six-speed rear transaxle. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin, and truncated tail. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competition Ferraris of the past, in particular the immortal 250 GTO.

This particular 550 Maranello was delivered new to France via Ferrari concessionaire Charles Pozzi, and first owned by a Mr Christian Snider of Paris. The original colour scheme recorded on the warranty card was Giallo Modena (yellow) with a black leather interior. Imported into the UK in 2002, the car benefits from a scheduled service carried out in February 2018 when the cam belts and clutch were changed. We believe that the odometer was changed upon the car's importation into the UK (now showing some 20,800 miles). Accompanying service invoices suggest the car's mileage prior to its UK registration was in excess of 63,000 kilometres (approximately 39,000 miles), which would make the car's total mileage circa 60,000 miles. It is unknown when the car's colour was changed from Giallo Modena to the arguably much more attractive titanium grey metallic.

Regarded by many as one of the last true classic Ferraris, this 550 Maranello is offered with all books and tools, a history file of receipts, and UK V5C registration document.

**£50,000 - 60,000**

**€56,000 - 68,000**



**1957 MERCEDES-BENZ 220 S 'PONTON' CABRIOLET**

Registration no. to be advised  
Chassis no. 180039N7509774

- Delivered new in the UK to actress Maureen Ward, Countess of Dudley
- One of only 20 right-hand-drive 220 S Cabriolets produced
- Professionally restored between 1998 and 2014



In 1956 Mercedes-Benz introduced a new range featuring unitary construction bodysHELLS employing large, box-section side-members - hence the term 'Ponton'.

All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle. A shorter wheelbase was adopted for the 2.2-litre 220 S Cabriolet model that appeared in May 1956, and also for the Coupé introduced the following year when Hydrak semi-automatic transmission became available as an option. The Sindelfingen factory coachwork was attractive, particularly in drophead form, as with this example. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220 S saloon. Only 3,429 220 S Coupés and Cabriolets had been made when the original was superseded by the restyled 'fin tail' version in 1959, and today these elegant and exclusive limited edition Grand Tourers are highly prized.

One of only 20 right-hand-drive cars produced, this Mercedes-Benz 220 S Cabriolet was delivered new to actress Maureen Ward, Countess of Dudley and latterly Viscountess Ednam, in September 1957 and there are two further entries in the old style logbook up to 1976. The car was gifted to the current vendor in the mid-80s as a dismantled restoration project after the firm restoring the car ceased to exist and the then owner struggled to find a willing party to take it back to its former glory.

The vehicle sat in the current vendor's company storage facility for some time before consigning it to Cardrew Bodyworks of Redruth, Cornwall, in the early 90s who had agreed to tackle what by that time was a mammoth task.

The vehicle was completely stripped down, the engine and all mechanical components checked, and then anything that required refurbishment was rebuilt. This process took some time as some of the missing parts proved difficult to locate. The list of parts refurbished or replaced is too long to itemise, but additional items fitted recently include electronic ignition, new HT leads, and a new fuel pump, while the carburettors have been stripped and rebuilt. The interior was re-trimmed to a high standard by Derek Smith Coachtrimming of Redruth, Cornwall and the final paintwork completed in 2014, since when the car has been dry stored and driven sparsely.

Mercedes-Benz motor cars of this era were beautifully built and of legendary quality, and this example has benefited from extensive restoration. Believed to be matching numbers and still retaining its original Blaupunkt radio, examples like this are increasingly hard to find and make for stylish, reliable open-topped entries for tours and rallies. Accompanying documentation consists of sundry restoration bills, restoration photos, an old-style logbook, current MoT, and a V5C Registration Certificate.

**£55,000 - 75,000**  
**€62,000 - 85,000**

308

## 1974 CITROËN DS23 PALLAS SALOON

Registration no. YGC 36N

Chassis no. 01-FE-3884

- One of the 20th Century's most iconic cars
- Five-speed manual transmission
- Restored between 2003 and 2011
- In storage since 2011



Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the futuristically styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in its present-day top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. Right-hand drive versions were assembled in England at Citroën's Slough factory up to 1966, whereupon manufacture of all RHD models reverted to France.

By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

Built to top-of-the-range Pallas specification, this late, right-hand drive DS23 has the powerful 2.3-litre engine and the desirable five-speed manual gearbox, while the optional - and very rare - full-length Webasto sunroof is particularly noteworthy. The car was purchased by the immediately preceding owner some 18 years ago and subsequently underwent a sympathetic programme of renovation undertaken between 2003 and 2011, costing more than £12,000.

The current vendor purchased the Citroën in September 2011 since when it has not been used. The car is operational, including replacing the battery, but may well require further re-commissioning following its lengthy period in dry storage. Handsomely finished in black with matching leather interior, this beautiful example of one of the 20th Century's most enduring automotive style icons is offered with a V5 registration document.

**£25,000 - 35,000**

**£28,000 - 39,000**

**No Reserve**



309 N

## 1963 AUSTIN MINI COOPER S

Registration no. not UK registered

Chassis no. C-A2S7/384499

- *Appealing recreation of Monte Carlo Rally car*
- *Reputed to incorporate rally equipment from 1964 Monte Carlo Rally Cooper S 277EBL*
- *FIVA Identity Certificate*



Alec Issigonis's ingenious Mini debuted in 1959 and soon showed itself to have considerable competition potential which was realised to great effect by Grand Prix-winning constructor John Cooper. The resultant Mini Cooper was launched in 1961 with an enlarged engine, twin SU carburettors, close ratio gearbox and front disc brakes, proving very successful in British saloon car racing and rallying. In 1963 the Mini Cooper S was introduced with a more powerful engine of 1071cc and improved brakes, going on to win the Monte Carlo Rallies of 1964, 1965 and 1967.

The Austin Mini Cooper S offered here left the factory on 6 September 1963 and was UK registered in Birmingham. The car is stated to have had the body restored and engine rebuilt by a previous owner between 1984 and 1990, and then, moving to a new owner, the restoration was extended to create a replica of a Monte Carlo Rally Mini Cooper S, reputedly incorporating rally equipment from Rauno Aaltonen's Cooper S (277 EBL) which took part in the 1964 Rally and was subsequently written-off by Pauline Mayman.

In 1996 the car was sold to the founder and long-term president of the German Mini Cooper classic club where it received a FIVA Identity Certificate recording the modifications made to 1964 Monte Carlo Rally specification including sporting seats, sump-guard, double fuel tanks, spare wheel holders, competition exhaust and roof-mounted spotlight and a number of details such as the original Heuer Monte Carlo stop watches.

Between 2013 and 2018 the car was displayed in a private collection in Sweden and is now described as being in excellent condition mechanically and structurally, paintwork is said to be good and showing a nice patina with an excellent interior. A comprehensive history file including FIVA and BMIHT certificates, photographs from the restoration (and a number of participated events) and an old UK V5C accompanies the car.

**£40,000 - 60,000**

**€45,000 - 68,000**

310

## 1930 FORD MODEL A STATION WAGON/ SHOOTING BRAKE

Coachwork by Hercules Body Company

Registration no. BF 8081

Chassis no. 2679223

- *Rare coachbuilt station wagon*
- *Correctly restored*
- *Beautifully presented*
- *Many period accessories*



Introduced in 1929 and one of Ford's many 'firsts', the Station Wagon or 'Woodie' was the firm's debut entry into this particular market sector. At a time when re-configurable seating is commonplace the similarities are striking, showing just how advanced a concept it was. At a push the Woodie could accommodate eight people with their baggage carried on the fold-down rear deck, or alternatively the individual pair of second-row seats and rear bench could be folded forward and lifted out, leaving a substantial flat deck area. It was a true multi-purpose vehicle. As with the Model T, only one colour was offered, in this case Manila Brown, while mudguards, wheels, and most trim pieces were painted black. Over time dealers and owners frequently improved the appearance by adding the passenger car's chromed radiator shell.

While the majority of station wagons are known to have been designed, constructed and supplied directly by Murray to Ford, a few buyers or agencies chose their own coachbuilder. One company that was well known for constructing high quality Woodies on Packard and other top marques was the Hercules Body Company of Evansville, Indiana. The Model A we offer here is badged as bodied by Hercules and, as such, is extremely rare - only a comparative handful of Model As carried their coachwork.

This immaculate Station Wagon comes to market having received considerable work and expense of restoration. Mechanically, the car was entrusted to noted Model A specialist Ladd Eaton of Melvin Village, New Hampshire and found to need relatively little work, mainly the fettling of its brakes, carburettor, and electrical system. Sensibly, the cosmetics were entrusted to a noted restorer of wooden boats, Charles Gath, who carefully disassembled and refinished all the wooden body panels and trim elements. Using Epifanes spar varnish, these cars' original finish, the warm, original honeyed glow of the wood has been reinstated.

The current vendor purchased the Woodie at Bonhams' Amelia Island Sale in March 2015 (Lot 113) and brought it to the UK. He sent it straight to Belcher Engineering, the UK's top Model A Ford specialists, who were given a free-hand and did everything required to ensure that the car runs well. Since then it has only been used for short trips around the owner's farm, and is only offered for sale due to a lack of space. A wonderful opportunity to own a rare, distinctive and immensely practical vehicle that is sure to provide great fun for all of the family this summer and into the shooting season to come.

**£20,000 - 25,000**  
**€22,000 - 28,000**



311

## 1974 BMW 3.0 CSI COUPÉ

Registration no. XGU 871M

Chassis no. 4350169

- *Imported from South Africa*
- *Rare genuine right-hand drive model*
- *Rare five-speed transmission*
- *Professionally restored between 2016 and 2018*
- *Beautiful condition*





Supplied new to South Africa, this rare right-hand drive 3.0 CSI has had only three private owners from new, the last of whom enjoyed it for many years. The car had seen little recent use when it was purchased directly from the aforementioned owner by the current vendor.

Imported into the UK in March 2016, it was in a sorry state on arrival and has since been totally restored with no expense spared.

The vendor's team works on all types of high-end classics, and this BMW was stripped back to a bare shell, with all parts either cleaned or replaced before reattachment. Repainted red at some time, it has been returned to its original Taiga Green colour following a rebuild of the body, and looks stunning. All of the chromework has been refurbished, and all door seals and window seals replaced, while the headlights and indicator lenses are brand new.

Beautifully presented, the interior has been re-trimmed in factory-correct black leather and the headlining and carpets renewed. The matching engine has been fully rebuilt, with every component refurbished or replaced, resulting in a clean and bright engine bay.

This car also benefits from a (rare) five-speed gearbox that has just been fully rebuilt by a BMW specialist, resulting in a tight and positive shift.

All suspension components have been renewed - shock absorbers, ball joints, rubber bushes, etc - and there are new brake callipers, discs, and pads all round. Shod with new tyres, the factory-correct BBS 14" wheels have been refurbished and are like new. Indeed, this car is as clean underneath as it is on top.

There some 100 pages of photographs and invoices in the accompanying 2"-thick file documenting this epic 'last nut and bolt' rebuild, which cost in excess of £50,000. Its resurrection completed, this CSI is lovely in every respect and a credit to the restoration team. Noteworthy features include the City Pack, electric windows, power assisted steering, and a (factory) electric sunroof. Freshly MoT'd and said to drive very well, this stunning looking car represents a wonderful opportunity to own what must be one of the best of its kind currently available.

**£70,000 - 90,000**  
**€79,000 - 100,000**



312 N

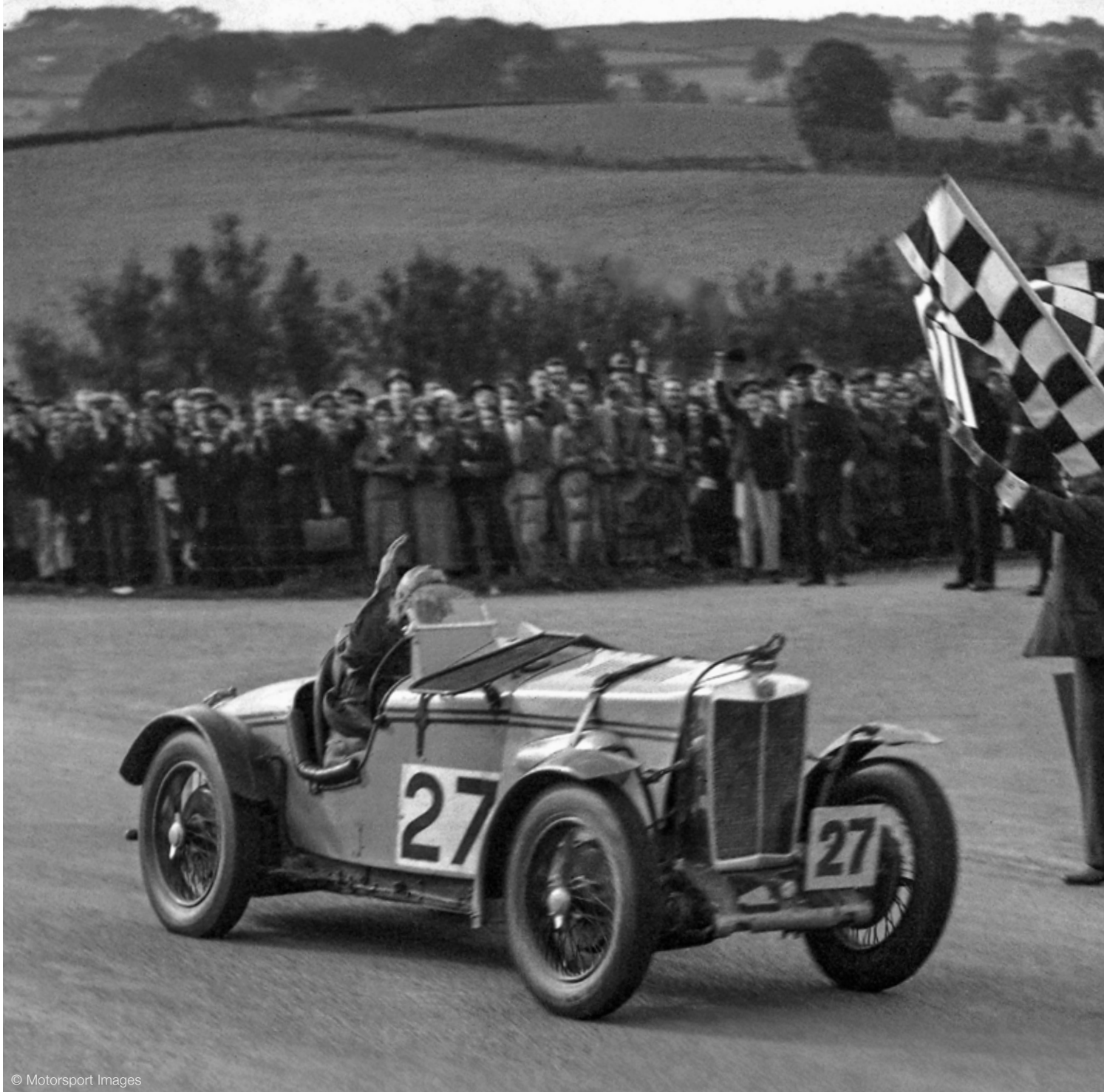
*The ex-Charlie Dodson 1934 RAC TT-winning*

**1934 MG NE MAGNETTE  
SPORTS RACING TWO-SEATER**

Registration no. JB 4750 (see text)

Chassis no. NA 0522

- Truly historic British competition car
- Highly eligible race/rally car
- Period Goodwood competitor
- Renowned as the best handling of the breed



© Motorsport Images



This truly historic MG survives today as the most significant of the seven MG NE Magnettes which were constructed at the company's legendary Abingdon-on-Thames factory essentially to win the British RAC Tourist Trophy race of September 1, 1934.

In the hands of the diminutive C.J.P. 'Charlie' Dodson, established racing motorcyclist and twice winner of two-wheeled TT races on the Isle of Man, '0522' dramatically won that great sports car race on Ulster's 13.6-mile Ards public-road circuit. This historic MG has since reappeared in many forms of motor sport over the 85 years since, and Bonhams is now privileged to be able to offer it for sale here at Goodwood.

The 12hp Wolseley Hornet had been introduced in 1930, powered by a smooth 6-cylinder 1,100cc engine, and that unit was adopted by MG who modified it to power their first F-Type Magna model in 1931.

The MG K-Type Magnette sports cars quickly followed for 1932 with further updated 6-cylinder 1,100cc engine. It was then in the spring of 1934 that the N-Type Magnette emerged with its new tapered chassis frame, narrower at front than rear with 8-foot wheelbase. While the core production version was offered as the Type NA, the same chassis was then adopted as the basis of the works team racing version which emerged as the Type NE.





Charlie Dodson en route to victory, RAC TT, 1934 (image part of lot)



Only seven of these competition versions were constructed upon that shared chassis design, each of which retained the frame's routine 'NA' serial prefix.

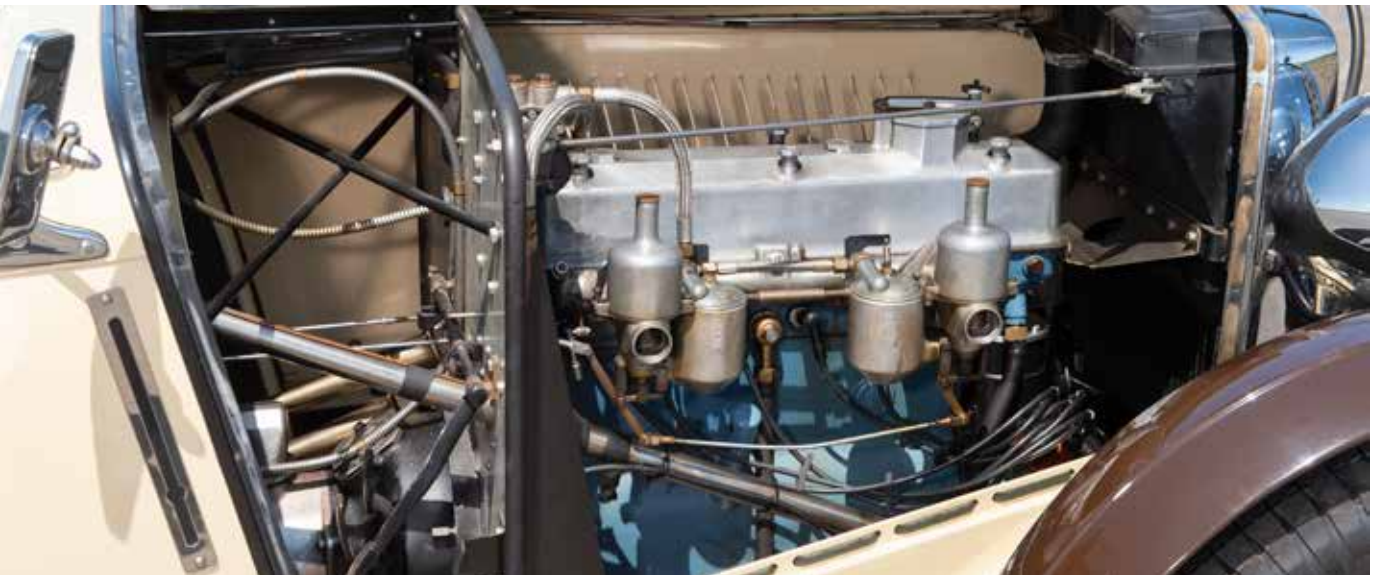
It was against this state of MG's productive art that the Royal Automobile Club as organisers of the annual Tourist Trophy race tried to halt the great event's slide towards "...becoming an unrestricted Grand Prix". They declared 'full touring trim' to be the order of the day. Competing cars had to carry hoods, lamps and mudguards. The RAC officials insisted that entries should be more closely representative of the standard output of British factories. However, when in April 1934 the RAC announced a TT ban on supercharged engines, uproar ensued. In an era when supercharged cars had not been handicapped severely – competition between large-engined cars and small in the TT being evened-out by a handicap system - not to run supercharged was "considered a little odd...".

Cecil Kimber of MG – with two supercharged TT wins, did not approve, but since the RAC were immovable, he had no choice but to bite-the-bullet and build a team of unblown cars, for this the biggest race on the calendar.

Kimber's new works team of Type NE Magnettes – including '0522' offered here – featured single-overhead camshaft 1,271cc 6-cylinder engines, breathing through twin SU carburetors. With triple valve springs, high-crown pistons and a compression ratio as high as 9.8:1 they delivered a claimed 74bhp at 6,500rpm. Six MGs competed, entrusted to drivers Bill Everitt, Captain George Eyston, Wal Handley, Charlie Dodson (in '0522'), Norman Black and A.P. 'Ginger' Hamilton. They formed Class F, and their ascribed race handicap was 1 lap, 9 minutes 26 seconds.

From the race start on the Ards circuit, based just outside the Ulster town of Dundonald - first heading west to Newtownards, then south to Comber and back through Ballystockart - Everitt's MG led initially from its sister MG Magnettes and the pursuing Aston Martins, Frazer Nashes, Singers and a pair of Rileys.

Little C.J.P. 'Charlie' Dodson then rocketed '0522' into the lead, despite the team having intended Wal Handley to be pacemaker.



One report read:

“For the MG mechanics it was a day to remember. At a quarter to one, Everitt found a wheel collapsing under him and some hasty research revealed that standard wheels had mistakenly been substituted for racing on the front of all the team, a fact which demanded rapid action. The form was for Dodson to come in first for a rear wheel change (a change of all four was unrehearsed), but as he had a minute and a half lead over Eyston, the latter was signalled in – to his displeasure. Then, as work began, and the situation was being explained to Eyston, in came Handley with a faulty gearbox. Eyston lost three minutes – and little Charlie broke the lap record.”

Amongst the big-engined cars, the Hon. Brian Lewis and Eddie Hall were rumbling to the fore, Hall pushing his special Bentley into a minute's lead, the advantage then see-sawing between the two as pit stops began. By 3pm Hall was leading at 78.62mph, with Dodson's MG 1min 21secs behind on handicap, and Lewis third, 2mins 51secs in arrears.

At 3.30pm Hall brought in his Bentley in to the pits, Lewis's Lagonda swept by to take the lead. For three laps they then fought a wheel-to-wheel battle.

But into the final hour Dodson was re-established in the lead in '0522'. But his advantage was only half a lap when Lewis thundered past the pits pointing at his front tyres. As the Lagonda slowed, Hall speeded up “...and did the fastest lap of the race at 10mins 6secs. He had Charlie Dodson almost in his sights now, and would certainly catch him if it did not rain.

“But it did rain. A massive black cloud blew up from the west and a real Irish thunderstorm broke loose. Hall dropped 25secs a lap – but continued to gain on the Magnette.

“One lap to go, and the MG led by 42 secs. ‘I kept watching the mirror, looking for the Bentley’, said Charlie Dodson. ‘Every time I cleared a bend I expected to see Hall coming up behind, but he didn't show up along the straight out of Newtownards’. The gap was 35secs then, 31secs at Moate, 26secs at Ballystockart, 22secs at Dundonald. ‘Once I was round the (Dundonald) hairpin I looked again, but still didn't see him. And I knew then that I'd win...’”





'NA 0522' Goodwood paddock, 1950s (Image part of lot)

Betty Haig, Twelfth Members Meeting, Goodwood, 1953 © Revs

And Charlie Dodson in this MG Magnette did just that, giving the marque its second successive victory, by 17 seconds from the Hall Bentley. "And nobody any longer mourned the demise of the supercharger, least of all the Ulster crowd". Dodson's victorious time overall in '0522' was 6hrs 13mins 24secs, an average of 74.65mph – and the win earned £500 – the equivalent today of £35,000.

After its return to the factory, three of the NEs had been adapted to carry light-alloy PA bodies. Re-tuned 6-cylinder engines were also installed, and chassis serials 'NA 0517', '0519' and '0522' became deployed as the Three Musketeers team cars contesting the major trials and rally events through that spring and summer. And it was this car '0522' again by now known as 'Aramis' which won that year's Welsh Rally, and led The Musketeers to the Team Prize there.

However, by September 1935, all three of these MG NEs had been returned to TT form and were sold to the MG-specialist Evans family to contest the great Ards race again in 1935. However, the RAC handicappers were by that time wise to the cars' startling performance potential, and in effect handicapped them out of contention. At Ards the previous year's race winner could only carry its talented driver Kenneth Evans home 13th overall and 9th in class.

The Evans family's South London-based Bellevue Garage concern then offered the cars for sale, and '0522' was bought by Ian Connell and Peter Monkhouse of Monaco Motors. Starting with a class win for Connell in the 1936 Inter-Varsity Trial, they subsequently campaigned it in numerous such events to mid-1938. It is also believed that the car was entered for the 1936 Le Mans 24-hour race, which never took place due to a general strike. Through the war years it passed through four more owners' hands, and the last of them – in 1948 – was Tom Dargue – who fitted a new slab-tank body.

The car later passed to P.B. Merritt and leading lady driver Betty Haig who campaigned it successfully 1951-54 at venues such as Goodwood. A brief period with J.N. Tolitt followed before it was sold to Pat Green in mid-1956. In 1958, having been raced several times the car's hard-pressed crankshaft broke. After Pat Green's death, his widow retained '0522' until 1993 when she sold it to his nephew, well known competition MG collector Peter Green.



Mr Green then restored this most important MG to its Three Musketeer 'Aramis' configuration using the PA body commissioned by his uncle in the 1980s but never actually fitted. At this point the car's original cylinder block numbered '764' was removed to preserve it and is offered with the car today. 'NA 0522' then continued to be used and raced extensively in the hands of the owner's daughter and son-in-law. In 2008 it was sold to Hans Telmert's private collection in Sweden before passing subsequently to the current Scandinavian owner.

Of all the outstanding competition cars built by MG during the inter War period the NE Magnette is widely acknowledged as the best handling and most driveable of the breed. Today this outstanding, 85-years young, RAC TT-winning MG Magnette is accompanied by a considerable documentation file, recording its proud history. Such treasures from such prominent British motor sporting marques rarely appear for sale by public auction. One decisive bid will be all it takes to emulate '0522' in its heyday...by beating all opposition. Please note if this car is to be UK road registered the original number 'JB 4750' will need to be re-applied for.

**£160,000 - 240,000**  
**€180,000 - 270,000**

313

**NO LOT**



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



314

*Property of a deceased's estate*

## **1933 ASTON MARTIN LE MANS 1½-LITRE 2ND SERIES LONG CHASSIS TOURER**

Registration no. AHT 276

Chassis no. L3/315/L

- *One of only 17 long-wheelbase Series 2 cars*
- *Known ownership history*
- *Present ownership since January 1995*
- *Extensively refurbished by Ecurie Bertelli between 1997 and 1999*



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

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season. Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the Le Mans Race, although many others have since followed Aston Martin's example.

The early 1930s was a period of economic recession and with sales of expensive quality cars falling off, some serious thinking had to be done at Feltham. The wise decision was taken to redesign the International chassis, using proprietary components to reduce cost. A Laycock gearbox was adopted, mounted in unit with the engine, and the worm axle, which had never been completely satisfactory, was replaced by an ENV spiral bevel. There was a redesigned chassis frame and many other modifications resulting in what was virtually a new car, although it carried the same coachwork and was sold as the 'New International'. The price, however, had been reduced to £475, though the Le Mans remained considerably more expensive at £595.



The original line-up of what would become known as the '2nd Series' did not last long, the New International and two-seater Le Mans disappearing from the range before the end of 1932. That year's Motor Show had ushered in the more familiar Le Mans 2/4-seater, which was also available on the long chassis as the Le Mans Special four-seater for £625. Only 85 2nd Series Le Mans models were made between February 1932 and December 1933, and of these, only 17 were long-wheelbase examples like that offered here.

This 2nd Series Le Mans was delivered new on 18th December 1933 to its first owner, a Mr G Ogilvy of Somerset. The accompanying copy record card shows that 'J3/315/L' was built as a 'Long Le Mans' with 'Standard Engine' and that the original colour scheme was green with black upholstery. The last servicing entry is dated 19th July 1956.

There is a list on file naming six further owners, the last of whom, Mr B L Etchell of Cheshire, acquired the Aston in 1966 and is the last recorded on the accompanying old-style logbook. It would appear that the car next changed hands in January 1995, passing via dealer Dan Margulies to the late owner (see purchase invoice and correspondence on file). The AMOC Register lists six concours entries for 'J3/315/L' while owned by Mr Etchell, the last being the Northern Classic Car Show of 1982 when the Aston was judged 'Best Pre-war Car'.

Nobody knows more about pre-war Aston Martins than Ecurie Bertelli so they were the natural choice to carry out the extensive programme of refurbishment that the owner had in mind. Commencing in October 1997, these works consisted in the main of an overhaul of the front axle assembly and a complete engine rebuild, as evidenced by Ecurie Bertelli's detailed invoices on file totalling almost £29,000. The engine rebuild included fitting a new Le Mans cylinder head, new crankshaft with steel con-rods and shell bearings, high-compression pistons, lightened flywheel, new oil pumps, a modern oil filter, and a Kenlowe electric cooling fan, and opening out the inlet manifold to accept 1¼" carburettors. The engine was run on the test-bed prior to being reinstalled.

Its refurbishment completed in 1999, the Aston remains in generally very good running condition, and should require only minimal re-commissioning before returning to the road. Not fitted presently, a hood, hood frame, and side screens are included in the sale. Offered with the aforementioned documentation and a V5C Registration Certificate, this delightful Aston Martin is an ideal means of participation in the Le Mans Classic and other prestigious historic events.

**£130,000 - 190,000**  
**€150,000 - 210,000**



315

*The New York Motor Show and Geneva Salon*

**2013 MCLAREN P1 XP  
(EXPERIMENTAL PROTOTYPE) COUPÉ**

Registration no. XP05 MCL

Chassis no. SBM12ABB3BW990006

- *One of 14 experimental prototypes*
- *Petrol/electric hybrid hypercar*
- *Appropriate 'XP McLaren' registration*
- *Circa 339 miles from new*
- *Immaculate condition*







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

McLaren's first offering in this expanding category was the P1, a limited-edition plug-in hybrid coupé that was first shown to the public in 2012 at the Paris Motor Show. Like its conventionally-powered 12C predecessor, the mid-engined P1 used a carbon-fibre combined body tub and roof structure - 'MonoCage' in factory parlance - while retaining the marque's signature dihedral doors that had been a featured of its first road-going supercar: the F1.

A development of the 12C's, the P1's hydro-pneumatic suspension achieved even greater control of the car's roll and ride height. Weight saving had been a major consideration in developing the P1, so there was little in the predominantly carbon fibre cabin that need not have been there. According to *Autocar* magazine, the seats 'proved particularly comfortable for our testers, all of whom could find an excellent driving position. Customers can choose their preferred seat height at the factory, and the steering wheel (only ever fitted to the left of the cabin) is widely adjustable - manually, of course, like the seat runner, to reduce weight.'

BMW and Mercedes-Benz respectively had supplied engines for the F1 and SLR, but for the 12C, McLaren decided to develop its own. The rights to an Indy Car V8 racing engine were acquired from Tom Walkinshaw Racing, and with assistance of Ricardo this was transformed into a 3.8-litre twin-turbocharged unit suitable for a road car. Manufactured by Ricardo at its Shoreham-by-Sea factory, it was a modified and strengthened development of this M838T engine that was used for the P1, delivering its maximum power output of 727bhp and 531lb/ft of torque via a seven-speed dual-clutch automatic gearbox. Add to that the 176bhp and 192lb/ft of the in-house-developed electric motor, and the P1 had no less than 903bhp and a whopping 723lb/ft of torque at its disposal. 'Maintaining good driveability, given this level of specific output (and this engine... is remarkably docile), is one of McLaren's greatest achievements with this car,' declared *Autocar*.

A high-density lithium-ion battery pack powered the electric motor, which could be left to deploy automatically or selected by the driver, who thus had the options of using the petrol engine on its own, the electric motor on its own, or the two in combination. The battery could be charged by the engine or from the mains, with full charge achieved in two hours.

As one would expect from a manufacturer that has been a mainstay of Formula 1 for the last 50 years, McLaren endowed the P1 with a number of competition-derived high technologies in the form of IPAS (Instant Power Assist System), DRS (Drag Reduction System), and KERS (Kinetic Energy Recovery System).





Tested by *Autocar*, the P1 accelerated to 60mph in 2.8 seconds on its way to a top speed (electronically limited) of 217mph (350km/h), with the standing mile dismissed in 18.2 seconds. Power reached the ground via bespoke Pirelli P-Zero Corsa tyres, while the carbon-ceramic brakes were claimed to stop the P1 from 186mph (300km/h) in an eyeball-popping 6.6 seconds. And if you wanted anything quicker, only the Bugatti Veyron Super Sport (30 cars built) could deliver. McLaren unveiled the production version of the P1 at the 2013 Geneva Motor Show, announcing that only 375 of these exclusive hypercars would be built. By the end of the year, the entire production run had sold out. The UK base price was £866,000, though as most customers chose to enhance their car's specification courtesy of McLaren Special Operations' extensive options catalogue, few would have been delivered for less than the equivalent of £1 million.

This McLaren P1's most recent V5C Registration Certificate records that it was declared new at first registration on 1st June 2013 and previously registered to 'McLaren Automotive Ltd David Ross Newall', McLaren Technology Centre, Chertsey Road, Woking. According to the V5C, the immediately preceding registered keeper was a London based collector, who acquired the car on 7th August 2015. Built into the weave of the carbon-fibre chassis tub is a 'McLaren P1' identity plaque stamped 'XP05', while a McLaren Automotive manufacturing details plate has been affixed to the interior. Both the three-quarter rear flanks have 'XP05 Experimental Prototype' script.

One of 14 experimental prototype P1s and one of few such prototypes that were not crash-tested, 'XP05' was used only to test the gearbox and Bosch fuel injection. McLaren also employed this example as their GTR Show Car at the New York Motor Show and Geneva Salon before returning it to P1 specification.

Having been fully refurbished by McLaren Technology Centre, if not fully rebuilt as a production model prior to its first sale, 'XP05' appears still to be in 'as new' condition both inside and out having covered only some 339 miles from new. The bodywork in McLaren Orange with black highlighting is unmarked, while the inside surfaces of the scissors doors are scuff-free and the carbon black interior is pristine. The present registered keeper, a UK-based collector, purchased the car from Derbyshire-based supercar dealer Tom Hartley Jnr on 5th December 2017 and subsequently displayed it at *Rétromobile*, Paris in February 2018.

With its international motor show history and key role in the development of McLaren's iconic hypercar, this stunning P1 XP is a 'must have' for the serious collector.

**£1,300,000 - 1,500,000**  
**€1,500,000 - 1,700,000**







**1950 BRISTOL 401 SPORTS SALOON**

Registration no. KDD 124

Chassis no. 401 274

- First of the 'Aerodyne' Bristols
- One of only 611 made
- Well maintained
- Brake servo and overdrive upgrades installed



'It will comfortably carry four people; in addition to them it will swallow an almost fabulous volume of luggage. It will sustain 80-90mph from dawn until the cows come home... and it is built with all the painstaking care and thoroughness which have made the products of the City of Bristol famous throughout the world.' - *The Motor*.

With the introduction of the 401 - the first of its exquisitely styled *Aerodynes* - Bristol began to move away from the pre-war design the company had inherited from BMW. *Carrozzeria* Touring provided the *Superleggera* method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in Bristol's wind tunnel. It had been intended that the Milan-based *carrozzeria* would build the first 200 cars, but this idea was abandoned after a mere handful of prototypes had been completed. The 401 continued to use its predecessor's running gear and BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel. The 401's aircraft-industry standard of construction did not come cheap however - at £2,270 it cost as much as an Aston Martin DB2 - and only 611 of these exclusive cars found customers between 1948 and 1953.

Its stunning black coachwork gives this classic Bristol motor car remarkable presence, while the interior is upholstered in contrasting maroon-piped magnolia leather with light red carpets, which combine to give the cabin a warm and comfortable feel. An early model identified as such by its square-edged bottom sill, ivory-coloured instruments, and indicator switch on the top of the steering column, the car shows little sign of wear or age and presents very well.

Mechanically, this 401 has been very well kept with regular maintenance and repairs carried out to ensure that it remains in good order. This car is largely original, with the only modifications being the worthwhile additions of a brake servo and an overdrive unit, both sympathetically installed.

The car comes with a history file containing invoices and bills for restoration and other works carried out dating back to 2008/2009, while there is additional documentation dating back to 1972. Recent work includes a complete overhaul of the braking system in November 2017 by Spencer Lane-Jones Ltd. Improved brake lights and a high-level brake light have been added sympathetically.

**£40,000 - 60,000**  
**€45,000 - 68,000**

317

## 1954 SWALLOW DORETTI SPORTS

Registration no. VPF 228

Chassis no. 1138

- Rare British sports car
- One of 276 built
- Triumph TR2 engine and running gear
- Mechanically restored condition



First registered on 2nd September 1954 in Surrey, this Swallow Doretti has continuous history from then until the 1970s, during which time it resided in England, Scotland, and the Channel Islands. The buff continuation logbook covering the period 1964 to 1971 is on file. 'VPF 228' appears to have been put into storage for at least 20 years before its bodywork received some restorative attention in the 2000s.

The current owner, a former Standard-Triumph employee and retired engineer, acquired the car in 2016 with the intention of finishing the restoration. The bodywork, trim, upholstery, and major mechanical items were all refurbished with the aim of creating a good useable car.

It was found that the original TR2 engine had been replaced with that from a TR4A, which while functioning was not correct. After much searching, a correct TR2 crankcase, cylinder head, and crankshaft were obtained and all necessary machining carried out to create an 'as new' engine. At the same time the opportunity was taken to include a number of performance-enhancing upgrades; namely 86mm pistons/liners (for a capacity of 2,138cc); a 'fast road' camshaft; hardened valve seats; and a very rare 'Le Mans' inlet manifold enabling SU 1¾" H6 carburetors to be fitted to the 'low port' cylinder head. The transmission, including the desirable Laycock overdrive, has likewise undergone a complete overhaul.

Ancillaries replaced include the fuel pump, hydraulic master cylinder, and high-torque starter motor, while the petrol tank has been removed, cleaned, and repainted. A partial rewire was completed and an efficient indicator and sidelight arrangement incorporated. The wire wheels have been re-spoked, with those at the rear rebuilt to achieve an increase in track width while maintaining a correct appearance. A new bespoke hood has been made, and the car comes complete with side screens and a tonneau cover. Interior trim is to a good standard, the seats have been replaced with items the vendor believes to be from a Ferrari 250 which are both elegant and comfortable.

Initial running has been completed and the first service carried out, with the cylinder head re-torqued and oils changed. Offered with sundry bills, a V5C Registration Certificate, and the aforementioned logbook, this rare and collectible British sports car is ready to enjoy.

**£40,000 - 50,000**

**€45,000 - 56,000**



318

**1948 DELAHAYE TYPE 135M  
THREE-POSITION DROPHEAD COUPÉ**

Coachwork by Pennock

Registration no. UXS 565

Chassis no. 800843

- *Rare three-position drophead coupé*
- *Matching chassis and engine*
- *Fully restored in 2005*
- *Extensively re-commissioned and serviced in 2017*







Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon diversified into commercial vehicle manufacture. Its early products tended to be rather lacklustre but then in 1935 came the first of a new generation that would change the marque's image forever: the T135 Coupe Des Alpes. A few years previously Delahaye's chief engineer, Jean François, had been briefed by the company's major shareholder, Madame Léon Desmarais, to design a series of sporting cars worthy of the Delahaye name. The first of this family, the 2.1-litre, four-cylinder Type 134, was introduced at the Paris Salon in 1933. It was the first Delahaye with independent front suspension, which was mounted on a new chassis incorporating box-section side members and a sheet-steel floorpan welded to the cross braces. The Type 134 engine shared its 107mm stroke with an equally new 3,227cc six which, although designed for car use, had first appeared in a Delahaye commercial vehicle. It was this engine that Jean François would use for the Type 135.

Equipped with triple Solex carburetors, the 3.2-litre, six-cylinder, overhead-valve unit produced 113bhp in Type 135 specification. It went into a chassis similar to that of the Type 134, featuring transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, centre-lock wire wheels and Bendix brakes. Delahaye had no in-house coachworks, so all its chassis were bodied by independents who created some of their most attractive designs on the Type 135. It was a most fortuitous partnership resulting in memorable automotive sculpture from the likes of Figoni et Falaschi, Saoutchik, Chapron, Franay, Graber, and Pennock.

Following WW2, the concours-winning firm of Pennock, located in The Hague, Holland acquired several chassis from Delahaye, on one of which they created the outstanding - and very rare - three-position drophead coupé offered here. Right-hand drive like most quality French cars of the period, this matching-numbers Delahaye 135M benefits from a body-off, 'last nut and bolt' restoration undertaken by its owner some 13 years ago, at which time everything that could possibly be done was done. The Delahaye then formed part of the owner's private collection for 10 years before returning to the UK in 2017. A full re-commissioning and a major service was then undertaken, including fitting new tyres all round, and the car is now ready for stylish touring in the grand manner.

A rare and collectible example, being a three-position drophead coupé rather than the more common cabriolet, '800843' is finished in deep maroon and Burgundy with fine silver coachlining, biscuit leather interior, matching mohair hood and contrasting maroon carpets. With its pontoon-style front wings, 3½-litre engine and four-speed gearbox, this is a stunning, rakish, sporty and drivable car capable of comfortably keeping up with modern-day traffic. On our recent visit to inspect the Delahaye it ran and drove beautifully, this magnificent French thoroughbred is offered with a V5C Registration Certificate.

**£240,000 - 280,000**  
**€270,000 - 320,000**



319

## 1957 AC ACECA COUPÉ

Registration no. 851 CPD

Chassis no. AE511

- *One of 151 built with the 2.0-litre AC engine*
- *Present family ownership since 1978*
- *Same owner since 1990*
- *Re-trimmed circa 2014*







The success of independent racing car builder Cliff Davis' Tojeiro sports-racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, while the power unit was AC's own venerable, 2.0-litre, long-stroke six. Designed by AC's founder John Weller, this overhead-camshaft engine originated in 1919, and with a modest 80bhp (later 100bhp) on tap, endowed the Ace with respectable, if not outstanding, performance. A hardtop version - the fastback-styled Aceca coupé - debuted at the Earls Court Motor Show in October 1954, its name - like that of the Ace itself - recalling that of a previous AC model of the 1930s.

Extremely shapely and attractive, the Aceca's two-seater hatchback body was constructed in hand-formed aluminium over a tubular steel framework, while the tubular chassis was more substantially built than the Ace's. To reduce noise levels within the cabin, AC mounted all major components on rubber bushes. Unlike the flat windscreen of the open Ace, that of the Aceca was curved to blend into the cabin, while the luggage space behind the seats was accessible either from within the cockpit or via the large hinged rear window panel. The result was a well-engineered, light in weight, and extremely pretty GT car in the best AC tradition. Very few alterations were made to the Ace and Aceca apart from a change of engine for 1956 when the more powerful (up to 130bhp) 2.0-litre Bristol six-cylinder engine became available, while towards the end of production the 2.6-litre Ford Zephyr engine was on offer also.

The combination of a fine-handling chassis and a decent power-to-weight ratio - in Bristol-engined form the car could touch 120mph - helped the Ace to numerous successes in production sports car racing, arguably its finest achievement being a 1st-in-class and 7th overall finish at Le Mans in 1959

One of 151 built with the 2.0-litre AC engine, this particular Aceca has belonged to the same family since 1978 and the same owner (the lady vendor's late father) since 1990. A recognised marque specialist, its late owner was President of the Aceca Club and thus well known in Aceca circles, being responsible for organising the remanufacture of many unobtainable spare parts. He is also famous as owner of the 1928 Bentley 4½-Litre that was brought to the attention of The Medcalf Collection a few years ago, having been dismantled some 50 years previously and stored throughout his house and garden in pieces!

Its late owner carried out all of the Aceca's maintenance and servicing himself (hence there are no accompanying bills) and the vendor advises us that it has benefited from extensive cosmetic refurbishment in recent times, the body having been repainted in the 2000s and the interior re-trimmed around 2014. Rare, desirable, and offering exceptional value for money, this beautiful Aceca Coupé is offered with a V5C Registration Certificate.

**£80,000 - 110,000**  
**€90,000 - 120,000**



320

**1998 JAGUAR XJ220**

Registration no. R241 GCL

Chassis no. SAJJEAEX7AX220697

- *Contract number '266' of approximately 275 made*
- *Delivered new in the UK*
- *9,346 miles from new*
- *Maintained with no expense spared*
- *Full Jaguar and independent specialists service history*
- *Very good original condition throughout*







The words 'supercar' and 'sensational' are often to be found in conjunction, and no more justifiably so than in the case of Jaguar's fabulous XJ220. Worthy successor to the multiple Le Mans-winning C-Type and D-Type Jaguars of the 1950s, the XJ220 grabbed the headlines, just as its illustrious forebears had done in previous decades, when it burst upon an astonished world in October 1991.

A limited production run of a minimum of 220 and a maximum of 350 cars, combined with an eventual VAT-inclusive price tag of nearly £403,000, only served to further ensure the XJ220's exclusivity. In the event, approximately 270 examples had been built when production ended in 1994. Planning for Jaguar's proposed 200mph supercar had begun in the mid-1980s - design proceeding mainly in the project team's spare time! - and finally bore fruit when the prototype was exhibited at the UK Motor Show in 1988.

The XJ220 survived Jaguar's take-over by Ford the following year, re-emerging powered by a Cosworth-designed, 3.5-litre, twin-turbo V6 as used in the XJR-11 sports-racer. Producing no less than 542bhp, this stupendous engine enabled the XJ220 to meet its 200mph-plus design target, F1 driver Martin Brundle recording a speed of over 217mph during track testing. The 0-100mph time was staggering 7.9 seconds!

The XJ220 offered here was delivered by Jaguar Sport on 8th November 1993 to Peter Vardy at Reg Vardy PLC, Sunderland. Finished in Spa Silver with Smoke Grey leather interior, the car was first registered (as 'R1 PSB') on 7th May 1998 and received its first service at Jaguar's Brown's Lane works on 19th May 1999. It was subsequently reregistered as 'PH 790' and is now 'R241 GCL'.







The current owner bought the XJ220 via Oakfields in June 2009 (at 5,100 miles), since when it has attended the XJ220 21st Anniversary celebrations at Bloxham in May 2012 and the XJ 50th Anniversary event at JLR Classic Works in September 2018. The XJ220's most memorable trip was to Germany where its legs were nicely stretched...

Numbered '266' on the sill plate, the car comes with full service history from Jaguar Brown's Lane and Don Law Racing, the associated bills totalling in excess of £43,000.

The last 'engine out' service, which included changing belts and fuel lines and a major braking system overhaul, was carried out by Don Law Racing only 882 miles ago, while new Bridgestone tyres were fitted only 250 miles ago.

In addition to the aforementioned service history, the car comes with its original book pack, air jack (rubber bag), wheel socket, current MoT, V5C document, and all expired MoTs from 2009 onwards. A wonderful opportunity to acquire a low-mileage example of this rare and iconic Jaguar supercar, maintained with no expense spared and fully documented.

**£350,000 - 450,000**

**€390,000 - 510,000**





321 N

## 1963 PORSCHE 356C RALLY CAR

Coachwork by Reuter

Registration no. not UK registered

Chassis no. 215 153

- Rebuilt in 2015 by Willi Kauhsen
- Little used since completion
- Prepared for historic rallying
- 1,980cc, 100kW (137bhp) engine



The work of Ferry Porsche, and one of the all-time great sports cars, the 356 was based on the Volkswagen designed by his father, Ferdinand, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and torsion bar all-independent suspension. Having commenced manufacture with a short run of aluminium-bodied cars built at Gmünd, Porsche began volume production of the steel-bodied 356 coupé at its old base in Stuttgart, at first in premises shared with coachbuilders Reutter and then (from 1955) in its original factory at Zuffenhausen. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

Although Porsche did not make a serious works effort in international rallying until the arrival of the 911, the 356 in private hands proved very competitive, being strongly constructed, light in weight and adequately powerful, especially in four-cam Carrera form. Early successes included private entrants Helmut Polesnky and Walter Schluter's victory in the 1952 Liège-Rome-Liège Rally, and the same duo's European Touring Championship the following year. And as late as 1961 the 356 proved good enough to bring works-assisted privateer Hans Walter the European Rally Championship. Today these versatile Porsche 356 GTs are among the most competitive cars in their class in historic circuit racing and rallying.

Originally built for the Italian market, this Porsche 356C coupé was purchased by the current vendor a few years ago from German former racing and test driver Willi Kauhsen, in whose workshop it had been totally restored to near concours standard in 2015. This most extensive overhaul included the engine, gearbox, and front and rear axles, while the engine was also enlarged to 1,980cc and tuned, producing a maximum of 100kW (137bhp).

The associated dynamometer printout is on file and the car also comes with a Porsche dating letter. At the same time the interior was re-trimmed and equipped for rallying, boasting grey leather sports seats, racing seatbelts, roll bar, trip master, two stopwatches, Moto-Lita wood-rim steering wheel, etc. Presented, the vendor states, "in superb overall condition", this 356C comes from an important German collection of mainly Porsche cars and has rarely been used by the enthusiast owner, who has only driven it occasionally on German 07 red (Historic) numberplates.

**£80,000 - 120,000**

**€90,000 - 140,000**

322

## 1964 GORDON-KEEBLE COUPÉ

Registration no. DBH 160B

Chassis no. 21

- One of only 99 made in period
- Styled by Giorgetto Giugiaro
- 327ci (5.4-litre) Chevrolet V8 engine
- Restored in the late 1970s
- Present ownership since 2012
- Previous ownership since 1979



Produced between 1964 and 1966, the Gordon-Keeble was one of a select band of 1960s Grandes Routières that combined British chassis engineering with American horsepower and Italian style. Designed by John Gordon, lately of Peerless, and produced in collaboration with garage owner Jim Keeble, the car featured a spaceframe chassis with independent front suspension, De Dion rear axle, and four-wheel disc brakes. Styled by the youthful Giorgetto Giugiaro, then at *Carrozzeria Bertone*, its elegant glassfibre bodywork was manufactured in England by Williams & Pritchard, one of the foremost firms specialising in this form of construction. A 327ci (5.4-litre) Chevrolet V8 engine provided effortless cruising and a top speed in the region of 140mph. With a 0-60mph time of six seconds and 'the ton' coming up just ten seconds later, the Gordon GT was one of the fastest road vehicles of its day. Amazingly, the car went from drawing board to finished prototype in just four months.

The first Gordon GT was presented on Bertone's stand at the Geneva Motor Show in 1960 where it caused a sensation. Actual production though, was still some way off and by the time the renamed Gordon-Keeble went on sale in 1964, its specification and performance were no longer so unusual. Nevertheless, these ingredients should have been the recipe for guaranteed success but the company failed to get its pricing right and production ceased after little more than a year.

A brief revival saw a few more cars assembled by the successor company, but when finally the end came only 99 cars, all right-hand drive, had been produced. (A 100th was assembled from spares some time later). It is estimated that all but a tiny handful survive. Today the stylish Gordon-Keeble remains a fascinating 'might-have-been' that can only become increasingly collectible.

This manual transmission example has belonged to the current vendor for the last seven years, having been with its previous owner since 1979. Its history prior to that date is not known. We are advised by the vendor that the car was restored in the late 1970s and that it has required no significant work since then other than the exterior colour being changed. Recent maintenance has included refurbishing the differential and shock absorbers, these works being carried out by Nical Engineering in Beaulieu, while the interior was professionally re-trimmed four years ago. All bills dating back to 1979 are available. Finished in grey with White Linen leather interior, 'DBH 160B' represents a rare opportunity to own one of these sought-after British GT cars.

£70,000 - 90,000  
€79,000 - 100,000



323

## 1934 ALFA ROMEO 8C 2300 'LONG CHASSIS' TOURER

Registration no. TFO 544

Chassis no. 2311222

- *The first eight-cylinder Alfa Romeo road car*
- *Replica Touring body by Rod Jolley*
- *Engine fully rebuilt by Neil Twyman in 2011/2012*
- *Engine enlarged to 2.6 litres*
- *On the button' and ready to enjoy*







1  
Mick Walsh at the wheel of '231122' during  
a recent *Classic & Sportscar* road test.  
© Neil Williams/Classic & Sportscar



'As a natural evolution from the six-cylinder 1750, Vittorio Jano designed in 1931 a brilliant eight-cylinder... The car was equipped with a Roots-type supercharger of the classical type... and the model had emerged which would win the great Mille Miglia several times...' - Luigi Fusi, Enzo Ferrari, Griffith Borgeson, *Le Alfa Romeo di Vittorio Jano*, Autocritica, 1982.

Intended to keep Alfa Romeo at the forefront of international motor racing, the company's first eight-cylinder road car, the 8C 2300, was introduced in 1931. Its designer Vittorio Jano was one of the first automotive engineers specifically to produce high-performance cars tailor-made for sustained full-throttle running on high-speed roads. Such characteristics made the 8C Alfa ideally suited to both the Mille Miglia road race and, of course, the Le Mans 24-Hour endurance classic. In fact, the Alfa Romeo 8C 2300 won Le Mans no fewer than four times (1931-1934).

The car's heart is its supercharged, straight-eight, twin-overhead-camshaft engine, which Jano arranged in effect as two four-cylinder units in tandem with cam-drive gears amidships. Bore and stroke were 66x88mm, for 2,336cc, while the twin-lobe Roots-type supercharger was driven at 1.33-times crankshaft speed. The Corto (short) chassis had a wheelbase of 2.75 metres, and the *Lungo* (long) version one of 3.1 metres. Boasting a four-speed manual gearbox and powerful drum brakes all round, these Alfa Romeos were genuine 100mph cars, reliably producing over 140 horsepower at 5,000rpm.

1934 was the last year of manufacture of the Alfa Romeo 8C 2300. Other long-chassis cars with coachbuilt bodywork within these last 20 or 30 chassis numbers were completed by August 1934 at the latest but this car, '231122', was not sold until June 1935. One can speculate on reasons for that, including changes to the specification by the buyer or a lack of funds to finish the project, but the reason will remain a mystery.









The first confirmed part of this 8C's history is its registration on 12th June 1935 as 'CO 9964' in Como to Gianfranco Peduzzi, when the body was described as a cabriolet. Mr Peduzzi kept the car for almost three years, after which it was sold to one Oreste Peverelli, still in Como, on 8th June 1938. The car then moved to Milan where a new registration ('MI 66731') was issued on 22nd October 1938 to one Renaldo Cravedi. The Milan registration record lists the 8C as 'berlina', or a closed car, but it is believed that this may be incorrect. It also lists a subsequent owner, Corrado Legame, who declared the car 'demolita' in 1941. That does not mean that the car was demolished, merely that Legame, who may have been an associate of Cravedi, declared that he no longer owned it.

In the late 1930s, racing driver Felice Bonetto was living in Brussels and importing various Italian sports cars – notably Alfa Romeos and Maseratis – into Belgium for resale either in the Benelux countries or in the UK. Cars that went via this route included at least two 8C 2300s that were registered to Cravedi (and two to Bonetto). It seems likely that this car went to Belgium via Bonetto just before the war, since the alternative of its being taken there by the occupying forces is unlikely since this chassis number does not appear on the US armed forces' listing of 8C 2300s taken from Italy by the Germans.

It seems inconceivable that either Cravedi or Bonetto would have paid for a new body on '2311222' in the late 1930s since it was an old sports car and, as dealers, they would not have wanted to spend the money. Since the car was a cabriolet when it was found after the war by two young Belgian enthusiasts in Antwerp, it seems probable that it was always a cabriolet, although the body in 1938 may well have been the car's second since the styling seems more 'modern' than 1934 or 1935. On the other hand, it is possible that the original body was modified to look more 'modern'. One of the two young Belgians made two sketches of the car showing the same body that it had when photographed in New York in 1968. It is clear that the body was built by Pinin Farina of Turin, with some nice touches including the slim slot in the tail for the spare wheel.

In the late 1950s the car was sold by Daniel Bockstael via an advertisement in *Motor Trend* magazine and bought by New York enthusiast Jim MacAllister, who owned it for many years. A regular competitor at VSCCA events in a Maserati A6GCS, MacAllister eventually decided to part with the Alfa, which was offered for sale by Stanley Nowack. It then moved to Switzerland in 1978 to Joost Wildbolz via the late Massimo Colombo. The car suffered some damage, presumably in transit, because photographs show a dent in the tail and scratches on the front wing.





2  
 '231122' when fitted with the remarkable *Stabilimenti Farina* body. Seen here outside a New York garage prior to its shipment to Switzerland, 1968.  
 © Slmon Moore



2

Joost Wildbolz decided to make a new body for the Alfa and the Farina body passed to the late Pierre LeGrand, although its current location is unknown. The new body was a Spider in the Touring style. Unfortunately, at that time, no photographs existed of the handful of Spiders that Touring built in period on the long chassis, so the new body was not exactly the same as the pre-war design. In the mid-1980s, the car was back on the road and Michel Zumbrunn took a set of studio photographs of it that were used to illustrate a story about the 8C 2300 in both *Automobiles Classiques* and *Autoln Vogue*. Joost completed the Mille Miglia straight after the rebuild without a problem, only for the differential to fail 300 metres after the finish!

By 1989 Al Guggisberg owned the Alfa and used it regularly on the road, describing it as 'the best, fastest and easiest to drive 8C I ever owned'. The car's next owner was Heinrich Kampfer, who competed in numerous events over the following seasons before passing it, via Al Guggisberg and Nick Harley, to Italo Perottori in Italy. The 8C finally arrived in the UK in 1997 and was given the registration 'TFO 544', which it retains.

Its next owner was the late Peter Agg, boss of Trojan and a noted car collector, who rallied the 8C extensively. Unfortunately, he was caught in a sandstorm in Morocco that led to sand getting into the engine, necessitating a major engine rebuild. At the same time, Agg made some minor modifications to the body and had a soft-top fabricated.

In 2001, the car was sold to John Ridings Lee of Dallas, Texas, who had some work done in the Netherlands prior to shipment. He became aware that a British-made replica of the Touring Le Mans body, which had been made for '2311203' to replace that car's wonderful closed Viotti body, was available. Arturo Keller had bought '2311203' with both bodies and returned the Viotti body to the chassis. John Ridings Lee then purchased the replica Touring body in 2004. Replacing the two-seater body with the replica Touring Le Mans-style four-seater was undertaken by Bob Smith Coachworks in Gainesville, Texas. That replica body, currently on '2311222', was built in the UK by Rod Jolley Coachbuilding Ltd. With the owner's permission, Rod had been able to study the original Touring body on chassis number '2311204' and copy that for fitting to '2311203'.









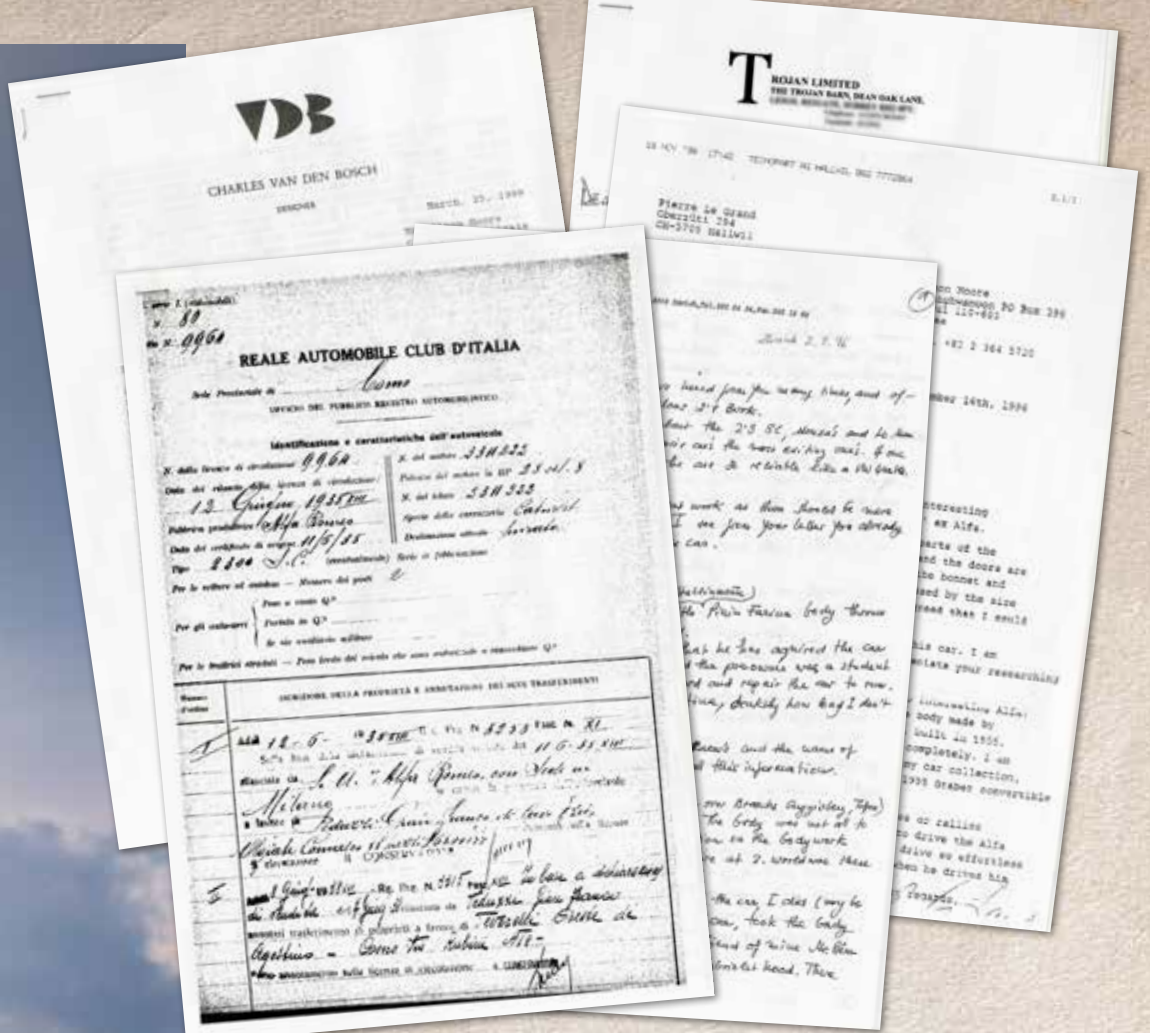


*'Talk to connoisseurs  
and the open Long  
Chassis is often the  
8C of choice'*

- Mick Walsh







In late 2007, '2311222' returned to the UK having been purchased by the current vendor. Classic Performance Engineering then carried out various works during 2008 prior to the car being shipped to South Africa for a rally later that year. The Alfa was photographed for *Classic Car Africa* magazine and appeared in their issue of February/March 2009.

Substantial work, as detailed in the history file, was then carried out back in the UK by Neil Twyman, including relocating the accelerator pedal to the right of the brake, and fitting a 'dog' gearbox supplied by Jim Stokes. The car then went to the USA in 2010 to participate in Tom Price's 8C Alfa tour, in which it ran perfectly throughout.

'2311222' was raced at Donington Park on 30th April 2011 and then returned to Neil Twyman for further work. In late 2011/early 2012 a complete 'last nut and bolt' engine rebuild was completed by Neil Twyman with a new crankshaft, bearings, supercharger drive gears, and other parts supplied by Jim Stokes Workshops Ltd at a total cost of around £60,000. The engine was enlarged to 2.6 litres at the same time. An email printout on file confirms the (dynamometer measured) maximum power output of 143bhp at 8-9psi boost pressure, and states that the dynamometer operator, an engineer with considerable experience of testing 8C Alfa engines, reckoned this was one of the best that he had encountered. All the related invoices are on file.

Thereafter, the car has only been used for road events and has run without problems, covering only a minimal mileage as evidenced by the MoT certificates on file. The Alfa has recently had its annual oil change and is 'on the button', ready for the fortunate next owner to enjoy.

Bonhams would like to thank Simon Moore, author of *The Legendary*

2.3: Alfa Romeo 8C2300 for his assistance with the preparation of this description.

£4,000,000 - 5,000,000

£4,500,000 - 5,600,000



324

## 1966 PORSCHE 911 COUPÉ

Registration no. VVX 714E

Chassis no. 303828

- *Attractive example with interesting early history*
- *Painstaking restoration*
- *Right Hand Drive with UK Registration*







The Porsche 911 was launched at the Frankfurt Motor Show in 1963, its elegantly sleek lines and air-cooled rear-mounted engine marking it as a clear descendent of the 356, Porsche's first production sports car which dated back to 1948. The 911 was larger than the 356 and boasted a more powerful 2 litre flat six boxer engine in place of its precursor's 1.6 litre flat four. At first produced in just one version, by late 1966 (for the 1967 model year) there were three iterations of the 911: the basic car which was marketed as the 'Normal', a better equipped Deluxe version and the high-performance 911S.

The car offered here occupies a fascinating place in 911 history. The chassis number of 303828 indicates a February 1966 build date but intriguingly the car was not delivered to UK dealers AFN until December 1966 by which time it appears it had been rebranded to Deluxe specification. Finally road registered on 16 January 1967 there is the possibility that it was the first Deluxe 911 into the UK and used by AFN as a press car although it has not been possible to verify this.

The car benefits from a painstaking restoration which was completed by Heritage Motorwerks in 2015, with great attention being paid to ensuring correct detailing such as the dashboard with its distinctive wooden insert and seats of the correct age. Under the bonnet the correct air cleaner and wiring harness were sourced, and the Weber carburettors set up correctly. One departure from original specification has been the ride height which was lowered to give the car a more sporting stance, and finally the car was refinished in its attractive Aga Blue paintwork and black interior. Recently £6,000 of work was carried out by marque specialists Tuthill Porsche getting the car into its current very presentable state.

It is now described as being in good condition overall, with the engine tuned and running well. The history and restoration of 303828 were comprehensively detailed in *Classic Porsche* magazine for May 2015, and restoration bills and a UK V5C accompany the car.

**£135,000 - 175,000**  
**€150,000 - 200,000**



325

## 2006 LAND ROVER DEFENDER 90 TD5 'RENOVATIO' 4X4

Registration no. MA56 ORA  
Chassis no. SALLDVB576A726124

- Fully rebuilt and extensively upgraded
- Unique specification
- New GKN galvanised and powder-coated chassis
- Fewer than 100 miles since completion in 2018



Rebuilding utilitarian vehicles to luxury standards has provided specialist coachbuilders with a lucrative source of trade since the days of the Austin Seven, Harold Radford's reworked Minis – so popular with show business celebrities - being a case in point from the modern era. Here we see this idea applied to the Land Rover Defender by independent marque specialists Mastora Limited of Alnwick, Northumberland, a family-run business with an enviable track record of classic car restoration stretching back to 1976.

The base vehicle is a Defender 90 TD5 dating from 2006, the last year of the Solihull-built Defender-specific TD5 engine, making it highly desirable. Fully restored and rebuilt to the company's extensively upgraded 'Renovatio' specification with no expense spared, it incorporates a new GKN galvanised and powder-coated chassis, and a new genuine Land Rover bulkhead. Drive train and suspension components likewise have been powder-coated and the Landy repainted in stunning Madagascar Orange metallic, which is also applied to the dashboard centre panel. Re-upholstered in Hi-Line Nappa leather with contrasting stitching, the ultra-luxurious six-seater interior boasts a MoMo steering wheel; air conditioning with additional side de-misters; heated front seats; LED lighting; Alcantara headlining and visors; a Alpine single DIN head unit and subwoofer; and bespoke Wilton carpeting throughout.

Turning to the mechanicals, the engine incorporates an AMC up-rated cylinder head; variable-geometry turbocharger; 'Renovatio' inter-cooler; and a remapped ECU, while the exhaust system is in stainless steel.

The upgraded 'Renovatio' suspension features anti-roll bars; 1" lower springs; and gas dampers, while other improvements to the running gear include EBC slotted disc brakes front and rear; a 1.2:1 ratio transfer box; and 'Renovatio' Sawtooth 18" alloy wheels shod with BF Goodrich all-terrain tyres.

Other specification highlights include the following:

- Heated front and rear screens
- Electric front windows
- Remote alarm and central locking
- Crystal Hawkeye LED headlights
- Stainless steel exterior fittings
- Bumper-mounted daytime running LEDs
- LED side, stop, and tail lights
- Panoramic privacy side and rear windows
- Tubular rear step and towing bracket
- 7-pin electrics towing package

Completed in 2018, this unique ultimate-specification Defender has covered fewer than 100 miles since the rebuild and is presented in truly immaculate condition, worthy of the closest inspection. A photographic record of the build process is on file and the vehicle also comes with related bills, current MoT, and a V5C document.

**£50,000 - 70,000**  
**€56,000 - 79,000**  
**No Reserve**

326

## 1995 LANCIA DELTA HF INTEGRALE EVO 2 "DEALERS COLLECTION"

Registration no. N907 BMO  
Chassis no. ZLA831AB000586115

- One of only 180 made
- Left-hand drive
- Three owners since 1999
- Regularly maintained



From the mid-1960s until the early 1990s, Lancia was a major force in international rallying, winning the World Rally Championship for Makes no fewer than 11 times between 1972 and 1992, including a remarkable six successive victories commencing in 1987. During the same period, Lancia drivers won the European Rally Championship on 14 occasions and the World Drivers' Championship (only instigated in 1978) four times.

Developed from the Delta HF 4WD, the Integrale was introduced in 1987 and would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2.0-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to around 137mph (220km/h).

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork, and an engine re-mapped to produce 210bhp among many other detail improvements. The Evo 2 was essentially the same but came with a catalyst in the exhaust system.

Lancia also offered a host of limited-edition variants, which culminated in one of the rarest and most collectible: the famous 'Dealer's Collection'. As its name suggests, the latter was available only to Lancia dealers; based on the Evo 2, it was painted in a unique colour – Pearl Red – and came with light tan leather Recaro sports seats, an aluminium instrument panel, push-button starting, and black carpets. Only 180 were made, and today this swan-song model is highly sought after by collectors.

Number '78' of the 180 built, this pristine example has had only four owners from new and has belonged to the current vendor since 1999. This beautifully preserved car remains highly original and has been regularly maintained, with an excellent history of servicing since 2010 entrusted to marque specialists Auto Integrale of Beenham, Reading. Presented in generally excellent condition with circa 47,500 miles on the clock (odometer in kilometres), 'N907 BMO' comes with current MoT, a V5C document and a file of receipts, expired MoTs, etc. A wonderful opportunity to acquire one of the rarest and most desirable sporting road cars of its era, possessing a competition pedigree second to none.

**£75,000 - 100,000**  
**€85,000 - 110,000**



327

## 2005 MERCEDES-BENZ SLR MCLAREN

Registration no. LF05 VDJ

Chassis no. WDD1993761M000210

- Supplied and maintained by SLR Centre, Brooklands, Surrey
- Left-hand drive
- Automatic transmission
- Circa 31,000 miles from new







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

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

Needless to say, the SLR McLaren delivers performance figures that are still among the best in its class. Taking just 3.8 seconds to sprint from 0-100km/h (62mph), it passes the 200km/h (125mph) mark after 10.6 seconds and from a standing start takes just 28.8 seconds to reach 300km/h (186mph).

The two-seater has a top speed of 334km/h (207 mph). The five-speed automatic transmission was specially optimised for very high torque and also offered the driver the option of choosing between different shift characteristics using the Speedshift system.

Reflecting the long-term technological collaboration that Mercedes-Benz and McLaren enjoyed in Formula 1, the SLR's carbon fibre composite monocoque body/chassis structure was produced in the latter's then all-new facility in Woking, England. Topping off this technological tour de force is the electronically controlled rear spoiler, which rises to an angle of 65 degrees when the driver brakes heavily, boosting the braking effect by increasing aerodynamic drag and lending the SLR outstanding stability when braking from high speeds.

This particular example is finished in stunning Crystal Laurite Silver with a Silver Arrow 300 SL red leather interior featuring carbon fibre seat backrests. The options on this SLR include a BOSE sound system, multifunction steering wheel, and Turbine alloy wheels. Originally supplied by SLR Centre in Brooklands, Surrey, who have maintained it from new, this pristine car has covered only some 31,000 miles and is presented in commensurately excellent condition. Accompanying documentation consists of sundry bills, current MoT, and a V5C document.

**£150,000 - 180,000**  
**€170,000 - 200,000**



328

*One of four Works cars prepared by the factory for the 1964 season;  
winner of the 1964 Spa-Sofia-Liège rally*

## **1964 AUSTIN-HEALEY 3000 MKIII BJ8 'WORKS' RALLY CAR**

Registration no. BMO 93B

Chassis no. HBJ8/27537

- *Winner of the last overall victory by an Austin-Healey 3000 in a European Rally Championship event*
- *Documented ownership history from new*
- *Maintained by Woolmer Classic Engineering Ltd, the leading authority on works Austin-Healeys*



'BMO 93B' on the RAC Rally - RAC Rally regulations stated that the cars must run in full production specification © The Woolmer Archive

'BMO 93B' is one of four Austin Healey 3000 MkIIIs prepared by the BMC Competitions Department for the 1964 international rally season, the other three cars being 'ARX 91B', 'ARX 92B', and 'BRX 852B'. All four cars survive. 'BMO' completed two events as a works team car, finishing 1st overall in the 1964 Spa-Sofia-Liège (driven by Rauno Aaltonen and Tony Ambrose) and 21st overall in the '64 RAC Rally (driven by Don and Erle Morley).

BMC's development of the Big Healey for rallying had started in 1958 with the 2.6-litre 100/6 model that debuted in that year's Monte Carlo Rally driven by Tommy Wisdom. By the time the new 2.9-litre 3000 model took over mid way through 1959, the 100/6 had demonstrated considerable promise, achieving a number of leader-board finishes, the best of which was Jack Sears' class win in the '59 Tulip Rally.

Development was facilitated by the transfer of Austin-Healey production to MG's Abingdon factory in 1957 and the decision to base the works' rally programme at the Competitions Department there under Marcus Chambers. Benefiting from the attention of MG's experienced engineers, the 3000 was progressively developed over the course of the next six years before a change in the FIA's Appendix J regulations at the end of 1965 outlawed many of the special parts that had been homologated for competition use.

Although the Big Healey retained a separate chassis and body in traditional sports car fashion, these two components were welded together to form a structure of greatly increased strength and rigidity. Wherever possible, body panels - wings, doors, and bonnet included - were fabricated in aluminium rather than steel to save weight, the boot lid was also made of aluminium and gained a distinctive upward extension to accommodate twin spare wheels. To protect the low-slung under-body, 'bash' plates were invariably employed. This lack of ground clearance was the car's greatest weakness, explaining the works' policy of running them 'nose up' to avoid grounding the sump. Lack of rear suspension travel was another disadvantage, not addressed until the introduction of dipped rear chassis rails from 1961, a modification that later found its way onto the 3000 MkIII Phase II production model. Other essential competition modifications included four-wheel disc brakes, close-ratio gears, and a limited-slip differential.

Early works 3000s used engines that retained the production version's cast-iron cylinder head and triple SU carburettors developing around 160bhp. The adoption of a short side-exit exhaust system was one of the earliest modifications, followed by fabricated tubular exhaust manifolds, aluminium cylinder heads, and triple Weber carburettors. These latter two modifications arrived in 1962, and in this ultimate specification the maximum power output had risen to around 210bhp.



The Big Healey's first major success was gained in 1960 when Pat Moss, partnered by co-driver Ann Wisdom, having finished second in the Alpine, then made history by winning the gruelling Liège-Rome-Liège (Marathon de la Route) event outright. It was the first occasion that a woman had won a major international rally. The following year the Morley twins - Don and Erle - won the Alpine Rally outright, a feat they repeated in 1962. Big Healeys were regular class winners and frequently took the team award; though in the face of increasing competition, not least from the Mini Cooper, outright wins were comparatively few. The car's final outright victories came in 1964 when Paddy Hopkirk won the Austrian Alpine Rally and Rauno Aaltonen the last Marathon de la Route held on public roads, which on this occasion followed a Spa-Sofia-Liège route.

The 1964 'Liège' was the last to be run to the original road race regulations, as after that event Germany and Austria withdrew their permission for cars to run at unlimited speeds through their countries. The route took competitors from Belgium through Germany, Austria, Italy and several of the Adriatic countries before arriving in Bulgaria. The roads deteriorated dramatically after Italy, with loose rock and pothole damage to suspension, and punctures causing problems for all competitors. Rauno Aaltonen ('The Professor') was extremely quick and mechanically very sympathetic, nonetheless he suffered many rear tyre punctures, and once the two spare wheels had been used, the car sometimes had to run on the wheel rims to reach the next service point.

At Sofia, the halfway point, Rauno, Tony, and 'BMO' were leading, and despite continuing punctures held the lead to the finish. This was the fourth and final outright victory by an Austin-Healey on an international event forming part of the European Rally Championship, which prior to 1978 was the only FIA-approved championship for rally drivers.

The 1964 RAC Rally started and finished in Central London to attract added publicity; the furthest points reached were Somerset, Wales, and Perthshire. The special stages were rough and hard on the cars, which suited the Big Healeys, that of Makinen/Barrow fishing 2nd overall. After an off-road excursion that delayed them for some time, the Morley twins still managed a creditable 21st overall in 'BMO'.

In 1965, 'BMO' was purchased from the factory by Mrs Pauline Mayman, a BMC works driver. Her husband Lionel raced the car for several years, mainly in British club events with some success. They owned Hunts of Birmingham, a BMC dealership. Peter Smith then acquired the car and continued to race it before selling it to John Gott. Ex-BMC Competitions Department Team Captain and Chief Constable of Northamptonshire Police, Gott stripped it in preparation for building an ultimate 3000 Modsports racer to replace his famous 1959 ex-works Austin-Healey 3000, 'SMO 746'. Before this modification work could be undertaken, Gott tragically died while racing 'SMO' at Lydden Hill on 3rd September 1972.





Lionel Mayman behind the wheel of 'BMO 93B' Silverstone © The Woolmer Archive

Collector Arthur Carter then acquired both the remains of 'SMO 746' and the stripped-down 'BMO 93B', plus a quantity of spare parts, including many original works pieces. He then restored 'BMO' to form part of his extensive private collection. On 24th June 2005, 'BMO' was purchased at Bonhams' sale of the Arthur Carter Collection at the Goodwood Festival of Speed by David Cottingham of DK Engineering. The current owner acquired the car from DK in March 2006. Much of the above ownership information is shown on the original green logbook, which accompanies the car and confirms its continuous history.

During the present ownership the Healey has been the subject of a very thorough restoration to show standard, and has been used sparingly for special events. In 2014 BMO was featured on the Austin Healey Club stand at the British National Classic Car Show, with two of the other surviving 1964 team cars to celebrate the 50th anniversary of that historic Liège victory. In 2018, 'BMO' was one of two ex-works Austin-Healey 3000s featured in a major article by *Octane* magazine. Subsequently, it completed a private road rally event in Scotland, performing extremely well and without fault. Prior to being offered for sale, 'BMO' has been fully checked and serviced by Woolmer Classic Engineering Ltd, the leading authority on works Austins, who look after the car for the current owner.

'BMO' is currently built to the 1964 Spa-Sofia-Liège specification, which includes:

- All aluminium panels and glassfibre hardtop
- Works vents in the front wings and hardtop
- Works raised boot lid to carry a second spare wheel
- Works-type carburettor access panel
- Cast-iron cylinder block with original works aluminium alloy cylinder head
- Original 1964 matching triple Weber DCOE 13 carburettors mounted on original works magnesium alloy inlet manifolds
- 1964 works-specification exhaust system
- Works-specification straight-cut gearbox with Tulip gear ratios
- Up-rated overdrive
- Works-specification electrical system with individually fused circuits
- Works-specification four-wheel, dual-circuit disc brake system with original coaxial master cylinder and servo assistance
- 1964 works-specification chassis strengthening to front and rear suspension
- Matching works-specification seats
- 1964 works-specification dashboard layout and steering wheel
- Works-type long-range fuel tank with twin fuel pumps
- 1964 Spa-Sofia-Liège lighting set-up



Additional items include the following:

- Newly built 72-spoke wire wheels
- New Avon CR6ZZ tyres on all wheels (fitted 2018)
- Modern fire extinguisher

Accompanying documentation includes the following:

- Original MSA/FIA papers, FIVA Card, and original logbook
- Photocopies of book extracts about works Healeys
- Copies of the current V5 and MoT Certificate
- Copy of old V5 belonging to Arthur Carter
- Copy and replica 1965 tax disc
- Dynamometer printout for the engine (made through Paul Woolmer)
- Bills accumulated during the present ownership
- CD of restoration photographs

Finished in the BMC factory team's evocative red/white livery, 'BMO 93B' represents a rare opportunity to acquire a genuine, historic, ex-works, international rally-winning Austin-Healey possessing excellent provenance.

**£200,000 - 250,000**

**€230,000 - 280,000**



'BMO 93B' on the 1964 Spa-Sofia-Liège, image signed by Rauno Aaltonen

© The Woolmer Archive



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**1972 BMW 3.0 CSL COUPÉ**

Coachwork by Karmann

Registration no. CAK 445L

Chassis no. 2285119

- *Original, right-hand drive, UK model*
- *Restored in the late 1990s*
- *Professional stored since restoration*







Visually indistinguishable from its more 'run of the mill' relations, the CS and CSi, the 3.0 CSL (Coupé Sport Leicht) was creative homologation at its best. Success on the racetrack sells cars, and the marketing department's requirements led BMW engineers to develop a limited-production 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim and using thinner steel for the main bodyshell; aluminium alloy for the doors, bonnet and, boot lid; and Perspex for the side windows, a valuable 300lbs (136kgs) in weight was saved – 'Leicht' indeed.

First registered to Lord Astor, this exceptional CSL was the subject of a major restoration in the late 1990s. Genuine parts were used wherever possible, including numerous body panels, and the restoration was completed by a bare-metal re-spray to an exemplary standard. In 2009, the car was fully under-sealed by marque specialists Munich Legends, who also carried out a comprehensive mechanical overhaul and added a five-speed close-ratio 'dogleg' gearbox and air conditioning.

'CAK 445L' is described by the vendor as in generally very good condition and is said to drive beautifully. Accompanying documentation consists of a current MoT certificate, V5C document, and the aforementioned restoration photographs.

Factory fitted equipment includes the following: Alpina alloy wheels; limited-slip differential; heated rear window; BMW Bavaria radio; alloy bonnet, boot lid, doors; Scheel sports seats; chrome door mirrors; stainless steel arch extensions; electric windows; rear fog light; Fjord Blue metallic paintwork and Black interior.

Right-hand drive cars are now very rare indeed - said to be around 100 of the 500 produced left remaining, with the vendor stating that this is one of the very best. With only 1,039 CSLs produced between 1972 and 1975 compared to over 19,000 standard CS/CSi models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after.

**£90,000 - 100,000**  
**€100,000 - 110,000**



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*Mille Miglia eligible*

## **1955 ASTON MARTIN DB2/4 MK I**

Registration no. XFC 555

Chassis no. LML/886

- One of only 451 DB2/4 'Mark I' Saloons
- Delivered new to the UK
- Highly original example
- Entered into the "Preservation at its Best" class at the 2018 Salon Privé Concours d'Elegance







'The Aston Martin DB2/4 is an expensive car designed to cater for the connoisseur of sports cars who is not limited by financial considerations.' - *Autocar*, 2nd October 1953.

Introduced in October 1953, the DB2/4 widened the already considerable appeal of the DB2 by the simple expedient of installing two occasional rear seats, the latter being facilitated by extensive revisions to the car's rear end. As well as the extra accommodation, there was also room for more luggage, the latter being accessed via a hatchback rear door. A raised roofline, one-piece windscreen, larger bumpers and other detail styling changes further differentiated the new '2+2' from its predecessor. Otherwise, the DB2/4 remained mechanically much the same as the DB2, though the Vantage (125bhp) engine became the standard specification. A total of 565 DB2/4s were produced before the arrival of the MkII in October 1955, by which time the 3.0-litre 140bhp 'VB6J' engine had been standardised.

This well preserved DB2/4 was built for the British market and still retains the 'XFC 555' registration present when delivered to Mr M.M. Johnson on the 2nd May 1955 by E. H. Organ & Sons of Oxford. Mr Alan Archer, father of the well-known Aston Martin historian Stephen Archer, owned the car from 1964 to 1970 before being sold to an enthusiast in the US where it remained for 34 years. Returning to Europe in 2004 when purchased by a Mr. Koks of the Netherlands, the car then attracted a further two European keepers, namely Dutch collector Mr. De Jong and a well-known Belgian Aston Martin collector, the late Philippe Blesin. The current vendor, another long-term Aston Martin enthusiast, acquired the car in June 2018 at which point it was repatriated.

This DB2/4's condition and originality is a testament to each of its owners over the last 64 years. The view from the cockpit is complimented by a row of AMOC Concours plaques which grace the dash and original Boyriven wool headlining; many of which were awarded to Mr Archer. 'LML/886' was invited to participate in the "Preservation at its Best" class at the 2018 Salon Privé Concours d'Elegance held at Blenheim Palace, also completing the 140-mile Salon Privé Tour. The untouched red leather has a rich patination that could only be achieved through the passage of time and the dash and roof lining both benefit from the same original charm. 'LML/886' also benefits from a 2008 repaint, maintaining its original colour Moonbeam Grey which was patinated so as to be more in keeping with the rest of the car.

The history file includes a letter from Aston Martin Heritage Trust verifying the car's provenance. Importantly, it retains an original driver's handbook and all of the original and correct tools are still situated between the front seats. The car also retains its original 'Kismet' air pump and 'Lake & Elliot' factory jack as well as the Mk II jack installed as an upgrade by the factory in 1955. The vendor informs us that the car is a delight to drive, with the W.O. Bentley 140bhp straight six still pulling well and offering a relaxed 65mph cruise. Said to be in good to excellent condition all round, this DB2/4 is largely untouched save for the paintwork and the renewed carpets. Continuously used and loved throughout its life by owners who clearly placed a significant emphasis on preservation, LML/886 presents a rare opportunity to acquire such a highly original example.

**£110,000 - 140,000**  
**€120,000 - 160,000**



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## 1966 FORD GT40 COUPÉ

Registration no. JFL 97D

Chassis no. P/1042 (see text)

- *Reconstructed between 2007 and 2017*
- *Painstaking build using mostly original components*
- *Authentic period-correct specification*
- *Comprehensive history file*
- *Fresh FIA HTP*







The result of a lifelong obsession with the legendary Ford GT40, this car represents a 10-year crusade to give the owner a real example; having previously made do with high-quality replicas, he decided that only the real thing would suffice. To achieve this, a worldwide search was embarked upon, and all of those associated with GT40s - former mechanics, drivers, team managers, restorers, etc - were contacted to see if they had original parts they would be willing to sell. Where they could prove that the part they had was from one of the original GT40s, or failing that a new-old-stock component of identical specification, whatever price asked was paid.

This 1966 Ford GT40 has chassis number 'P/1042' and should not be confused with the original, 'GT40P/1042', which currently resides in Switzerland. Nevertheless, 'P/1042' has been accepted by the highly respected GT40 authority, Ronnie Spain (see report on file), and will appear in the next edition of his book on the marque in order to make the distinction between the two cars clear for posterity. From the official records, it appears that 'P/1042' was imported into the UK in 1994.

Between 2007 and 2017 the car was rebuilt using some old chassis parts (see images on file), the remainder being reconstructed from period Ford/Lola blueprints by renowned GT40 specialist Classic Car Developments of New Zealand using an original body from the Essex Wire entry for the 1966 Le Mans 24-Hours Race (chassis no. '1001').

Indeed, historical records show that this is the oldest surviving production GT40 body in the world. The car is now resplendent in the 1967 colours of the Sidney Taylor Racing Team, whose regular drivers at that time were Denny Hulme and Frank Gardner. Apart from Hulme and Gardner, other notable racing drivers associated with the original car include Jackie Ickx, Jochen Neerpasch, David Hobbs, Mike Hailwood, Innes Ireland, and Charles Lucas.

During the course of this car's ten-year reconstruction, only period-correct original or new-old-stock (NOS) parts were fitted, most of which came with their own provenance, resulting in this GT40 exuding the charm and grace that only authentic original-spec cars possess. Indeed, apart from most of the monocoque, there are very few reproduction parts on the car. The short 289 GT40/HiPo engine (C5601/AE) was supplied by Mathwall Engineering and is an original GT40 unit. It has been refreshed and is to full 'historic' specification as raced in period.

The gearbox is a ZF Type-0 (serial number '215') and is documented as having been used at Le Mans. It is a period-correct GT40 box and has been rebuilt by Paul Fleming as is the rest of the transmission including the NOS Metalastic Rotoflex couplings and drive train.





The clutch is an original Borg & Beck twin-plate competition unit, while the braking system incorporates original Girling BR and CR callipers, date coded 1964 and 1966 respectively, gripping pre-1966 specification solid discs. The correct quick-change disc pad retainers are present and the pads are old Ferodo ones. The suspension uprights are period magnesium units and the rest of the suspension is period-correct original, using 600lb and 550lb race springs.

Everything on 'P/1042' is either original, NOS, or period-correct, right down to the nylon racing hammocks and steering wheel, which were removed from mid-1960s Le Mans GT40s. Even the Smiths/GT40 bespoke instruments are period-correct items, restored by GT40 specialists. The four-point harnesses are original Irvin GQ type and have the correct identification stickers still in place after over 50 years! Certified Premier bag tanks are fitted, and as this is a 'crossover car' (Le Mans rules for the 1966 race) it has only one fuel filler cap with a pipe running under the seats to transfer fuel from one side to the other.

The car is registered for road and race use and comes with a UK V5C Registration Certificate; current historic-category MoT certificate; FIA/MSA Historic Technical Passport (valid until 31.12.2028); and RAC homologation papers. Hence this GT40 is eligible for all period-appropriate historic races throughout the world and has been invited to numerous prestigious motor sports events, including the Concours d'Élégance at the Le Mans Classic.

In support of this car's provenance, there is a large suitcase full of period memorabilia associated with it, including over 100 photographs, race programmes, old motoring magazines, driver's autographs, and photographs depicting the bodywork used in period, on the road, and during restoration. There is also a photographic record illustrating the enormous effort put into this GT40's reconstruction.

Lately, the car has been acknowledged by historic motor sport specialists as being one of the most 'original-spec' and 'authentic' GT40s around, because it has been reconstructed entirely to 1966 Ford Advanced Vehicles (FAV) specification. A full list of all major parts and their provenance used in the car's reconstruction is available for inspection (recommended).

During 2017-2019, the car was developed by Simon Hadfield Motorsport and Wren Classics, both of which are renowned historic racing engineers. It has appeared at the 2018 Silverstone Media Day and the Chateau Impney Hill Climb, together with circuit testing at the Castle Combe Autumn Classic.

**£850,000 - 1,250,000**  
**€960,000 - 1,400,000**







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## 1928 BENTLEY 4½-LITRE TOURER

Coachwork by Vanden Plas

Registration no. YX 7850

Chassis no. MF3157 (see text)

- Chassis ex-Old Mother Gun
- Originally bodied by R Harrison & Son
- H M Bentley fitted genuine Vanden Plas body in 1933
- Unusually complete and well documented ownership history from new to current
- Restored and maintained by the best specialists







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 2nd, 4th and 5th 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 ('ST3001') for that year's Grand Prix d'Endurance at the Sarthe circuit. The 4½-Litre was produced for four years, all but nine of the 667 cars being built on the 3-Litre's 'Long Standard', '10' 10"-wheelbase chassis.

The accompanying illustrated report, compiled by leading marque authority, Dr Clare Hay and incorporating copies of factory records, reveals that 'MF3157' was completed on the 10' 10" 'Standard Long' chassis with the light crankshaft engine and 3.53:1 ratio rear axle. Unusually, the engine has the same number: 'MF3157' and is correct as recorded by the factory records. Numbered '7055', the original 'D' type close-ratio gearbox, as fitted to the works team cars, is retained, as are the original front and rear axles, both stamped 'MF3157'.

Service Records show that this 4½-Litre was completed with a 'British Flexible' all-weather saloon body by R Harrison & Son of London NW1. This fabric-covered body was similar in principle to the Weymann, and Harrison set up a subsidiary company, British Flexible Coachworks Ltd, to produce its patented design. The car was retailed via Gaffikin Wilkinson & Co Ltd, one of London's larger Bentley agents, and first owned by Captain John Arthur Jeffrey of Largo House, Fife, Scotland. It was registered as 'YX 7850', a London mark.





Service Records show that minor works were carried out in September and November 1928, and then in February 1929 the car is recorded as receiving a new chassis frame following an accident.

Dr Hay: 'In the case of MF3157 the replacement chassis frame is of interest, because on inspection the dumbirons are bolted and split-pinned rather than riveted, and the pattern of bolting and pinning is Racing Shop.' In fact, the replacement chassis used by Bentley Motors is that made by the competition department and first fitted to the famous Works Team Car 'Old Mother Gun' - 'ST3001', the first production 4½-Litre - following the 1928 Le Mans race, which it had won (the original frame had cracked during the race). This chassis formed part of 'Old Mother Gun' for approximately six months, during which period it did not participate in a major race. Nevertheless, it is a matter of unique historical interest that the chassis frame in 'MF3157' is out of 'Old Mother Gun' (see Lot 358).

In 1933, 'MF3157' passed through the hands of H M Bentley & Partners, the company run by W O's brother, Horace, and was re-bodied for them using the Vanden Plas sports four-seater body taken from 'XT3633'. H M Bentley then sold the car to its next owner, one Walter Hugh Brown of St Mildred's, Guildford, Surrey, the change of ownership being recorded as 16th June 1933.

Only some four months later the Bentley changed hands again, passing to one Trevor Richard Lloyd of Frensham, Surrey on 29th October 1933. Trevor Lloyd covered some 80,000 miles during his ownership, including a tour of Europe with his fiancée. In a letter dated 7th November 1977 to Mr G L Joberns (see below) he confirms that the Lucas P80 headlights were fitted by him circa 1935, replacing the original units. An employee of coachbuilder E D Abbott, Trevor Lloyd kept 'MF3157' until 1938 before selling it to an Army officer stationed on Guernsey. It is thought that the Bentley spent the war years off the road on the island.

Issued in 1946, an old-style continuation logbook on file lists Fairman & Sons of Horley as owner at that time, followed by E Cowen (from May 1952) and then D J Kinney, a farmer with substantial land holdings in Hampshire (from April 1965). At that time painted black, the Bentley was used regularly on fine days by Mr Kinney, during whose ownership the car was maintained by Hoffman & Burton of Henley. G L Joberns was the next owner (from September 1972). Over the course of the next four years Mr Joberns carried out a body-off, 'last nut and bolt' restoration, and in 1978 won the 4½-Litre Class at the BDC's Kensington Gardens concours. Mr Joberns was an active BDC member and went on to win several other concours awards. His photographic record of the restoration comes with the car.





In 1997 the Bentley was sold to the Staystrip Group Limited, and in the year of purchase underwent a second body-off restoration, in this case by the Healey Motor Company, who blast-cleaned the chassis and re-covered the fabric bodywork. Following a minor accident, further substantial refurbishment of the chassis and body was undertaken by P&A Wood in 2001. In December 2005, the Bentley was purchased by the current vendor from P&A Wood, joining his private collection of pre- and post-war classic cars. Used occasionally and never raced or rallied, it has been kept professionally garaged and maintained over the course of the last 14 years by Blackmore Engineering, William Medcalf, and Jim Stokes Workshop.

Accompanying documentation includes the following: four original buff logbooks dated 1928, 1935, 1946, 1956; correspondence from previous owners; current V5C registration certificate; old tax discs; old MoT certificates; P&A Wood bills 2001 after accident (£40,000); CKL Developments bills 2006/2008; Blackmore Engineering Company bills 2009/2013; William Medcalf bills 2014, 2016, 2017 (£7,000 total); Jim Stokes Workshops bill September 2018 for servicing electric pump and pressure regulator (£1,200); 57-page report by leading marque authority Dr Clare Hay detailing its originality.

A wonderful opportunity to acquire a most original and beautiful 'W O' Bentley, benefiting from restoration and routine maintenance - with no expense spared - by some of the best specialists in the business.

**£600,000 - 800,000**

**€680,000 - 900,000**





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A fully restored example

## 1960 BENTLEY S2 CONTINENTAL SPORTS SALOON

Coachwork by H J Mulliner

Registration no. 182 UYR

Chassis no. BC127AR

- The ultimate Grande Routière of its day
- One of only 71 right-hand drive S2 coupés by H J Mulliner
- Sold new to McVitie & Price Ltd
- Professionally restored between April 2016 and September 2017
- Show condition



Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine, which produced approximately 25% more power than the old six. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give,' enthused *Autosport*.

'The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique.' There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The Continental version of the Bentley remained, as ever, exclusively a coachbuilt automobile. The firms of H J Mulliner, Park Ward, James Young and Hooper (with a solitary example) all offered hand crafted bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing. Of these four, James Young and Hooper would soon cease coachbuilding, leaving only Mulliner and Park Ward to carry on a noble tradition. Consolidating its in-house coachbuilding capability, Rolls-Royce had purchased H J Mulliner in 1959 and two years later the firm was merged with Park Ward, which had been acquired in 1939. Of the 388 S2 Continentals made, 222 were bodied in styles that originated with H J Mulliner and 125 with those of Park Ward.





Described as 'arguably the best looking' by Martin Bennett in his book *'Bentley Continental'*, the S2 version typically cost some 40% more than the equivalent standard steel saloon and was the preserve of a privileged few. The S2 Continental represented the ultimate in luxury travel for the sporting motorist, affording a fast yet comfortable journey for four people and their luggage to glamorous destinations such as the Côte d'Azur and St Morritz.

Representing the pinnacle of bespoke taste in its day, 'BC20CZ' was supplied new in August 1960 to the famous biscuit manufacturers, McVitie & Price Ltd and first registered as 'EGT 5'. It was delivered for the use of Hector Lang, CEO of McVitie & Price's parent company, United Biscuits. Unusually, Lang had all his cars fitted with a compass, this one's being still in place and working.

The immediately preceding owner purchased the Bentley from a private collector in Austria, who had owned it for some 15 years. Prior to that it had been in an Austrian museum for ten years. Following acquisition, the then owner's company carried out a complete 'last nut and bolt' restoration to show condition.

Stripping off the paint revealed that the body was in excellent condition, very straight, and it was then treated to a full bare-metal re-spray in attractive Tudor Grey, with coachlines hand painted by Terry Cramp. The front bulkhead and under-bonnet area were repainted in the correct khaki colour, and the engine bay and underside fully detailed.

The engine and transmission were rebuilt, and the chassis, body, brightwork, and running gear all fully restored. The interior has been re-trimmed in black leather, while other noteworthy features include new European walnut veneers by Silver Crest, new grey West of England cloth headlining, a new windscreen, and a full stainless steel exhaust system. In excess of £120,000 was spent on the restoration. Related bills are on file, and the car also comes with a V5C Registration Certificate. The current vendor purchased the Continental at Bonhams' Goodwood Revival Sale in September 2017 (Lot 292), since when it has been kept garaged.

Presented in show condition, 'BC127AR' represents a rare opportunity for the discerning collector to acquire a beautifully restored example of this stylish and exclusive model.

**£220,000 - 280,000**  
**€250,000 - 320,000**



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**1958 FERRARI 250 GT COUPÉ**

Coachwork by Pinin Farina

Registration no. 413 UYM

Chassis no. 1195 GT

- *Delivered new in Italy*
- *Landmark Ferrari model*
- *Restored and repainted by Carrosserie Lecoq in the early 1990s*
- *Engine rebuilt by Charles Pozzi in 1993*







By the early 1960s, road car production had ceased to be a sideline for Ferrari and was seen as vitally important to the company's future stability. Thus the 250, Ferrari's first volume-produced model, can be seen as critically important, though production of the first of the line - the 250 Europa, built from 1953 to '54 - amounted to fewer than 20. Before the advent of the Europa, Ferrari had built road-going coupés and convertibles in small numbers, usually to special customer order using a sports-racing chassis as the basis. Ghia and Vignale of Turin, and Touring of Milan were responsible for bodying many of these but there was no attempt at standardisation for series production and no two cars were alike.

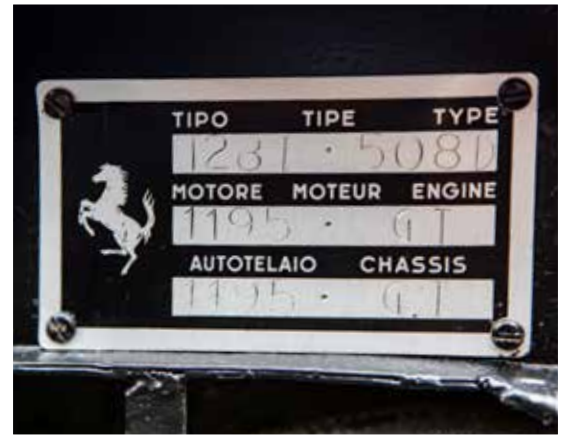
The introduction of the 250 Europa heralded a significant change in Ferrari's preferred coachbuilder; whereas previously Vignale had been the most popular *Carrozzeria* among Maranello's customers, from now on Pinin Farina ('Pininfarina' from June 1961) would be Ferrari's number one choice, bodying no fewer than 48 out of the 53 Europa/Europa GTs built. Pinin Farina's experiments eventually crystallised in a new Ferrari 250 GT road car that was first displayed publicly at the Geneva Salon in March 1956. However, the Torinese *Carrozzeria* was not yet in a position to cope with the increased workload, resulting in production being entrusted to *Carrozzeria* Boano after Pinin Farina had completed a handful of prototypes.

True series production began with the arrival of Pinin Farina's 'notchback' Coupé on the 250 GT chassis, some 353 of which were built between 1958 and 1960 within the sequence '0841' to '2081'. However, the relatively small scale of production meant that cars could still be ordered with subtle variations according to customer choice, as well as enabling a handful of show cars and 'specials' to be constructed on the 250 GT chassis.

More refined and practical than any previous road-going Ferrari, yet retaining the sporting heritage of its predecessors, the 250 GT is a landmark model of immense historical significance. Despite this, original survivors are relatively few, as many have been modified and converted into replicas of more exotic Ferraris such as the 250 GTO, Testarossa, etc.

This example was sent for bodying to Pinin Farina's Turin workshop on 28th November 1958 and early the following year was delivered to the official Ferrari dealer Vincenzo Malagò in Rome, Italy. Originally finished in Grigio Argento with Rosso interior, chassis number '1195' is the 98th of 353 built. The car was sold new to one Umberto Furlan, a resident of Rome, and in the late 1960s was exported to the USA. From at least 1970 the Ferrari was owned by Larry Quatrone of Lakewood, Colorado, who kept it well until the 1980s. Circa 1987, '1195' found a new owner in Evreux, France.





In the early 1990s the car was restored and repainted red by Carrosserie Lecoq of Paris, while at around the same time the engine was rebuilt by Charles Pozzi SA of Levallois-Perret, the French Ferrari importer. The car's next known owner was Norwegian shipping and transportation magnate Andreas Ugland, who displayed it at his Cayman Motor Museum in Grand Cayman, Cayman Islands. The current vendor purchased '1195' at a US auction in March 2015.

Some questions about the veracity of the engine number stamping were raised at time of purchase. To resolve this issue, in December 2016 marque specialists Fosker Engineering removed and dismantled the engine, and happily Ferrari's Certification Committee was able to confirm that the internal number stampings are those of '1195' (see email correspondence on file). While the engine was out, Fosker's took the opportunity to strip, clean, and repaint the engine bay and exposed chassis, and to carry out numerous other remedial works. Prior to that, in August 2015, Hoyle-Fox Classics Ltd had carried out a thorough check-over and overhauled the brakes. Bills on file from these two specialists total £21,603.

A wonderful opportunity to acquire a fine example of this landmark, yet undervalued, Ferrari Gran Turismo that helped cement Maranello's fruitful relationship with Carrozzeria Pinin Farina.

**£420,000 - 500,000**  
**€470,000 - 560,000**





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



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*Originally owned by Mrs W K Vanderbilt*

**1921 ROLLS-ROYCE 40/50HP SILVER GHOST  
'LONDON-TO-EDINBURGH' TOURER**

Coachwork by Alpine Eagle

Registration no. XH 48

Chassis no. 48CE

- Derby-built Silver Ghost
- Delivered new to the USA
- Rebuilt in the late 1990s
- Engine rebuild in December 2017



Mrs W K Vanderbilt







This magnificent Rolls-Royce Silver Ghost, number '48CE', was built at Rolls-Royce's Factory in Derby and shipped, presumably as a rolling chassis, to the company's United States subsidiary, Rolls-Royce of America Inc. The car left the UK aboard the SS Carmania on 23rd March 1921 bound for New York. Files compiled by Rolls-Royce's US importer, J S Inskip, indicate that it was intended for sale to J W Hubbard of Pittsburgh, Pa. The card is marked 'cancellation'.

The Silver Ghost was eventually completed with Town Coupé coachwork by Locke and delivered to Mrs W K Vanderbilt of Fifth Avenue, New York City on 2nd August 1921. Mrs Vanderbilt was the wife of William Kissam Vanderbilt II (1878-1944), a motor racing enthusiast and yachtsman, and member of the prominent Vanderbilt family. The Rolls-Royce was serviced by the Long Island and Palm Beach maintenance depots during Mrs Vanderbilt's ownership.

Nothing is known of the Ghost's subsequent history prior to 1957 when it was purchased by William D (Bill) Small of St Louis from a farmer named Vincent Ogle. The car was nicknamed 'The Togle', a play on the preceding owner's name. Vincent Ogle had been using the Rolls-Royce as a pickup truck on his farm in Illinois. The original town car body had been cut off just behind the driver's seat and made into a crude flatbed truck. The Ghost was moved to St Louis and again sat for many years in storage.

In 1969, Bill moved to Victoria, British Columbia in Canada. Prior to the move the Rolls-Royce was advertised for sale, becoming embroiled in a lengthy lawsuit that would not be resolved until 1977. Eventually it was decided to build a proper body for the Rolls-Royce; a shooting brake was chosen and constructed using white oak. When Bill Small died in February 1984, the body rebuild stopped and 'The Togle' did not move until 1995 when it was started by Bill's son, Caleb, in preparation for sale.

Having changed hands for the first time in almost 40 years, the Rolls-Royce was despatched to the UK for restoration. A new sporting 'London-to-Edinburgh' open touring body was supplied by Alpine Eagle Ltd, and the entire car restored by Rolls-Royce specialist, Jonathan Harley. This restoration work was carried out for a UK-based specialist dealer on behalf of their client, a noted collector based in California.





In 2008 the Ghost was bought by its previous owner, Bryan Richmond-Dodd, and returned to the UK where its care and maintenance was assigned to Ghost specialist, A J Glew Ltd. In 2010, A J Glew fitted new shock absorbers and a new crown wheel/pinion assembly; repaired the magneto; and fitted a taller windscreen

Since 2016, the current owner has used the services and workshop of the National Motor Museum, whose work has included driver tuition for the owner's chauffeur! Running well, as witnessed by Bonhams on a recent test drive, maintenance works have included fitting a replacement cylinder block (via a specialist), engine rebuild, tune and test (December 2017). A unique example with a fascinating history, this much-travelled Silver Ghost is offered with a V5C registration document and a history file containing copies of the original order form, chassis cards, etc. Bonhams would like to thank the Rolls-Royce Foundation for their help in the preparation of this description.

**£250,000 - 300,000**  
**€280,000 - 340,000**







**1955/62 AC ACE 'RUDDSPEED' ROADSTER**

Registration no. UBP 888

Chassis no. AE102

- *Outstanding provenance*
- *In-period race history*
- *Recent nut and bolt restoration*
- *Eligible for a variety of prestigious historic events*



The success of Cliff Davis's Tojeiro sports racer prompted AC Cars to put the design into production in 1954 as the Ace. The Davis car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was John Tojeiro's twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, but the power unit was AC's own venerable, 2-litre, long-stroke six. This overhead-camshaft engine 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 made available with the 2.6-litre overhead-valve Ford Zephyr engine installed. The first cars were converted by Ken Rudd of Ruddspeed before the factory took over. A 12-port cylinder head, branded after Raymond Mays of ERA and BRM fame - the latter Formula 1 team's engineers having developed this head conversion - was usually fitted together with other internal modifications, in which form the Zephyr-derived unit produced no less than 155bhp on triple SU carburettors.

Chassis 'AE 102' left the factory in October 1955 and was first registered on 17th November 1955 as 'UBP 888'. Distributed through Rudds of Worthing, it was first owned by one M Parry of Beech Hill, Middlewarberry, Torquay. The Ace then enjoyed three further owners (full details available) before being acquired in May 1968 by Mr D Coates of Kent, who owned the car for some 38 years, keeping it in storage for most of that time, before selling it to the immediately preceding owner in February 2006.

'AE102' was originally delivered with AC engine number 'CL2221' (see below). Wishing to race the car in club competition, Mr D Raven of Leicestershire (the second owner) had the Ace delivered to BRM Garages in Bourne, Lincolnshire in 1962 where it was fitted with a Ford 2.6-litre engine (number '185470') to 'Ruddspeed' specification. Equipped with a Raymond Mays Conversion and three semi-downdraft SU carburettors, the car instantly became a competitive prospect in contemporary club racing.

BRM Garages' extensive re-engineering also included the installation of a Moss gearbox with low 'sprint' ratios; a low-ratio rear axle; front anti-roll bar; and a Bendix fuel pump. Acceleration 0-125mph in 25 seconds was claimed.



Mr Raven used the Ace for 4-5 years in the mid-1960s for sprinting, circuit racing and hill climbs (see photograph entitled '64 Peterborough Motor Club Silverstone Ravens Ace' and also page 46 of 'Big Healeys In Competition' by John Baggott).

More recently, this A.C. Ace competed in historic events in Europe on a number of occasions including the Gaisbergrennen Salzburg, the Ollon Villars hill climb in Switzerland, and the Vernasca Silver Flag hill climb near Milan (in June 2012).

The current vendor purchased the Ace at Bonhams' Goodwood Revival Sale in September 2012 (Lot 123) and embarked upon a last-nut-and-bolt restoration to prepare the car for further historic touring and competition. Completely stripped and extensively rebuilt, it is yet to be fully run-in following completion earlier this year. The paintwork was superbly undertaken by Spraytec - arguably the UK's top historic automotive paint shop - and, needless to say, the car presents very well. It is finished, appropriately, in BRM Green with dark green Bridge of Weir upholstery.

An alternative interior leather trim (for taller drivers) has been made for the car and is included in the sale. The original seats are, of course, fitted presently. The Ace also has a superb mohair tonneau, and it retains the pair of precision rally stopwatches fitted when acquired by the vendor.

Amazingly, with the assistance of the AC Owners Club, the car's original AC engine block has been discovered and is included in the sale. Of course, this Ace is far more desirable as a period Ruddspeed conversion (undertaken at BRM Garages themselves) but the original block is a nice piece to complete the car's exemplary history, while also adding to the Lot's intrinsic and collectability value...

Accompanying documentation consists of the original logbook; various MoTs from 1968 appearing to substantiate the mileage of only 49,900; bills for work and parts; V5C Registration Certificate; and correspondence relating to topics such as the reuniting of the original chassis plate with the car after a period of 18 years.

**£170,000 - 200,000**  
**€190,000 - 220,000**



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## 1956 COOPER T39 BOBTAIL

Chassis no. CS/3/56 (see text)

- Landmark Cooper sports-racer
- Sold new to Alan Mackay
- In-period race history
- Known ownership history
- 1,460cc Coventry-Climax engine
- Fresh FIA Historic Technical Passport



Powered by JAP and Manx Norton motorcycle engines, Cooper's innovative mid-engined racing cars dominated the 500cc Formula 3 scene in the 1950s, providing many future stars, most notably Stirling Moss, with their first taste of 'real' motor racing. What had been a strictly pragmatic solution to the problem of accommodating the motorcycle transmission's chain final drive resulted in a superbly well balanced car, and this demonstrably superior arrangement was continued on the next generation of Cooper sports-racing and single-seater designs. When the former first appeared in 1955 it featured a centreline driving position and an abruptly truncated tail, immediately gaining the sobriquet 'Bobtail' or 'Manx'.

Crucial to the development of this new family of Cooper competition cars was the availability of the Coventry Climax FWA (FeatherWeight Automotive) engine, a four-cylinder, single-overhead-camshaft, all-aluminium unit developed initially to power fire pumps. Designated 'T39', the new sports-racer boasted a tubular steel chassis laid out on traditional Cooper lines, with transverse leaf springs and wishbones at both ends, while the mandatory 'passenger' seat was placed to the left of the driver. A Citroën 'Traction Avant' gearbox, reversed and fitted with an ERSA close-ratio four-speed gear cluster provided the transmission.

The little Cooper's most talked-about feature, though, was the chopped-off tail, which had been inspired by the theories of German aerodynamicist, Dr Wunibald Kamm. Top speed with the 1,098cc FWA installed was around 125mph.

Ivor Bueb, who would win the Le Mans 24 Hours with Mike Hawthorn in a Jaguar D-type two months later, debuted the works prototype T39 at Goodwood on Easter Monday 1955, finishing 3rd after battling with two 1.5-litre Connaughts. Further good results, including Bueb beating all the 2-litre cars at the May Silverstone meeting and winning the 1,500 class, led to orders flooding in.

Although factory records are incomplete, this example can be traced through continuous ownership and a reference in Doug Nye's celebrated 'Cooper Cars' book back to its purchase by Australian Alan Mackay. This car has always been known as 'CS/3/56', and is replica plated as such, although it may not have carried a plate originally. Having competed in a few acclimatisation events in the UK, including the famous Prescott hill climb where he finished 3rd, Mackay had the factory run 'CS/3/56' alongside its own cars in the 1956 Shell Cup race at Imola, Italy before shipping it home to Melbourne.



Indeed, after Mackay's car had split its gearbox casing during practice, Cooper works driver and general dogbody Jack Brabham (the future three-time Formula 1 World Champion) selflessly worked all night to repair it for his compatriot, sacrificing his own car's preparation to do so.

According to John Blanden's *'Historic Racing Cars in Australia'*, Mackay's T39 made its Australian debut at Albert Park in March 1957. It was then shipped to New Zealand, reportedly clocking 137mph on a runway at the Wigram airfield circuit outside Christchurch - an impressive figure for an 1,100cc car. Sold on its return to Australia to Lyn Archer of Tasmania, the car finished 6th in the 1959 Australian Grand Prix, a Formula Libre race held on the island state's Longford road circuit. Subsequently damaged by fire after a fuel line split, the car was sold during its rebuild to Ray Gibbs of Melbourne, who had the engine enlarged to 1,216cc. The next owner, Jim Downey of Sydney, then fitted a Porsche engine for Bathurst in 1962, but the Cooper was now six years old and un-competitive.

In the 1970s, David Medley commissioned race-car builder Dave Mawer to start a full restoration to original specification. George Goodare completed the work, then sold the car to American Art Valdez, who ran it at the Australian GP supporting event at Adelaide in October 1986 and Sandown Park, Melbourne, in '87 before shipping it back to the USA. The current vendor purchased 'CS/3/56' in the USA some 18 months ago.

This Bobtail is described by the vendor as in excellent condition throughout, finished in British Racing Green with 'Coventry-Climax' lettering on its nose. The 1,460cc engine's sump has been removed by Hawker Racing for inspection of the crankshaft and bearings, which have been given a clean bill of health. A leak-down test revealed good compression and the engine runs crisply. With wheel cylinders replaced, clutch slave cylinder inspected, and new master cylinders fitted, the car is ready to resume its competition career. Cooper T39s are proven giant-killers, engaging to drive and are regular invitees to prestigious events such as the Goodwood Revival. They are also welcomed in the Motor Racing Legends' Woodcote and Stirling Moss Trophy series, GT & Sports Car Cup, FISCar, and VSCC events.

With a renewed FIA HTP, 'CS/3/56' presents an opportunity to compete amongst some of the greatest GT & Sports racing cars of the 50s and 60s at iconic circuits such as Silverstone, Spa, Goodwood, and Donington.

**£110,000 - 140,000**

**€120,000 - 160,000**



338 N

*The last two-door model*

## 1994 RANGE ROVER 200 TDI 4X4 ESTATE

Registration no. not UK registered

Chassis no. SALLHAAF8KA-647644

- Delivered new to Portugal
- Left-hand drive
- Five-speed manual transmission
- Three registered owners and same registration from new
- Portuguese (EU) registration document
- Restored between September 2018 and May 2019



Probably the most important left-hand drive 'Classic' Range Rover in existence, and a significant piece of Land Rover history, '647644' is the very last two-door model off the production line in Solihull on 11th January 1994, destined for Portugal.

In his book, *Range Rover First Generation – The Complete Story*, James Taylor states: 'Two-door Range Rovers reached Portugal in "van" form with no rear seats and with temporary plain black panels made of board in the side window apertures. Once safely in the country, they were then united with the missing elements and built up into ordinary two-door models for sale. The very last two-door Range Rover, SALLHAAF8KA-647644 built in January 1994, was one of these fake vans destined for Portugal'. '647644' is also mentioned in another chapter in the book.

The accompanying BMIHT Certificate confirms that the exterior colour, engine, front axle, gearbox, rear axle, and transfer box numbers are matching. Unfortunately, the trim is mistakenly said to be 'teal and smokestone leather'. However, the car still has its original Brogue Brown cloth seats (leather was not an option for diesel two-door models). Factory options include air conditioning; electric windows and rear view mirrors; central locking including tailgate; and a rear window wiper. Although the walnut veneer was not fitted at the factory, it was a popular dealer-fit option in Portugal.

Before the restoration (see below) all the veneer was peeling off; it has now been restored, preserving another part of the Portuguese history. The standard plastic side mouldings were not attached when the car was pictured coming off the production line, but they are included in the sale.

Delivered to a dealer in Lisbon, Portugal in April 1994, this Range Rover was registered to three owners in that country (documentation on file) before its acquisition by the current vendor in August 2018. The car was found to be rust free, never welded and mechanically in excellent condition, albeit in need of re-commissioning after a long period standing idle. Comprehensive restoration and conservation works have included a professional re-spray, gearbox overhaul, detailing of engine bay, and a full service. The many new parts fitted include the bumpers, steering wheel, all lights and lenses, and a new-old-stock period-correct Range Rover/Clarion radio/cassette. Everything has been checked for correct operation including the air conditioning.

2020 will be the 50th Anniversary of the Range Rover while 2019 marks the 25th Anniversary of the end of two-door production, making this historic example of special interest to collectors and enthusiasts.

**£45,000 - 55,000**  
**€51,000 - 62,000**

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## 1974 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. 84 WPG

Chassis no. UE1S24925

- *Desirable manual transmission*
- *Delivered new to the USA*
- *Left-hand drive*
- *Three owners from new*
- *Highly original*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

Finished in classic Regency Red, this desirable E-Type roadster is a very original example with only a facelift re-spray to freshen the paintwork; there is no rust, and many of the parts still have the factory's paint markings. Its original bill of sale shows that the car was sold new to Mr RR Ervey of Denville, New Jersey on the 19th July 1974 for \$10,150.00 and came equipped with wire wheels, air conditioning, AM/FM radio, and a hardtop. The E-Type remained Mr Ervey's possession when he moved to Brewster, Massachusetts, and was regularly serviced until 2013. It was then owned for three years by a Mrs Denuzzo from Miami, Florida and was purchased by the current owner in 2016 (bill of sale on file). The car has been cared for by Royce Engineering since its return to the UK that same year.

The original manual and service booklets are included in the sale together with the still wrapped Leyland spare tyre in the boot, which was not originally included in the sale of the car because it 'appeared to reduce the usable trunk space'. A fine original example of the ultimate E-Type, the car is offered with a Massachusetts Certificate of Title, US Assignment of Title, sundry bills, current MoT, and a V5C Registration Certificate.

**£80,000 - 90,000**  
**€90,000 - 100,000**



340

## 1979 MASERATI KHAMSIN COUPÉ

Coachwork by Carrozzeria Bertone

Registration no. KWU 2V

Chassis no. AM120 415

- Delivered new in the UK
- One of only 23 right-hand drive cars
- ZF five-speed manual gearbox
- Extensively restored by McGrath Maserati

Coa







Maserati's final major introduction while under Citroën control, the Khamsin (named after a hot Saharan wind) debuted at the 1972 Turin Show and entered production in 1974. Styled and built at *Carrozzeria Bertone*, the unitary construction 2+2 body was all-steel. The front-engined Khamsin featured all-independent suspension similar to that of the rear-engined Bora and Merak, while Citroën's hydraulic technology was employed to power the brakes and steering, and also to raise the concealed headlamps. The power unit was a 4.9-litre, 320bhp version of Maserati's familiar quad-cam V8. A five-speed ZF manual gearbox or automatic transmission were options, and when equipped with the former the Khamsin was good for around 150mph (240km/h).

At the time of its introduction the Khamsin was Maserati's biggest-engined and most expensive offering and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality than the mid-engined Bora, providing a roomier and more comfortable interior and superior luggage-carrying capacity.

One of only 23 right-hand drive Khamsins supplied to the UK, this beautiful example was first registered (as 'KWU 2V') on 1st November 1979 and comes with a comprehensive history file. Dating back to the original purchase, the latter contains the purchase invoice; all old V5 registration documents; every expired MoT certificate; and what must amount to every associated bill. The car also comes with its original driver's handbook; original Maserati service book; original Pioneer radio manual; spare parts book; duplicate set of keys; original and complete tool kit, jack and spinner tool (in the original bag); and the zip-up protective bag for the spare wheel.

Supplied new by Maserati agent Killinghall Garage, the Khamsin remained with the original owner for 14 years, first changing hands in November 1993. When the current (third) owner, a prominent UK-based collector, acquired the Khamsin in February 2016 it had covered only some 46,000 miles from new. Since then the car has been treated to an extensive 'engine out' mechanical restoration by renowned marque specialists McGrath Maserati. Works undertaken include restoring the engine bay; an engine top-end rebuild; and overhauling the drive train and all running gear, including the Citroën-type hydraulic system (full details available). The original paintwork was deemed good enough and was retained.

**£110,000 - 150,000**  
**€120,000 - 170,000**



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**1965 JAGUAR E-TYPE SERIES 1  
4.2-LITRE ROADSTER**

Registration no. HKH 861C  
Chassis no. 1E10161

- Purchased by the enthusiast vendor in 2015
- Professionally restored between 2016 and 2019
- Only 28 shakedown miles since completion







'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. Today, the E-Type's 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. Indeed, even Enzo Ferrari felt obliged to concede that the E-type was 'the most beautiful car ever made'. Retaining the sublime looks of the original while benefiting from the larger engine and the all-synchromesh gearbox, the Series 1 4.2 is considered by many to be the most desirable E-type variant and is highly sought after today.

Boasting matching numbers and original body tags, etc, this example was purchased for his private collection by the enthusiast vendor in August 2015. The E-Type had covered only 67,500 miles from new and had been off the road, dry stored, for a number of years; it is believed it was last used in 1976. The E-Type's body-off restoration commenced in January 2016, the job being entrusted to marque specialists XK Engineering in Coventry. The body was stripped completely and restored by Stallion of Nottingham, whose work has won many awards in Ferrari and Jaguar circles. The car was then reassembled by XK Engineering with every part either replaced or restored: new suspension, brakes, wheels, tyres, wiring loom, chrome, interior trim, etc. The car was changed to right-hand drive during the restoration - extensive bills are on file viewing of which are highly recommended.

Since its completion in early spring 2019, the E-Type has covered only 28 shakedown miles to eliminate any snags. The result is a concours contender retaining its original matching-numbers engine, gearbox, axles, and body, which also has a good history.

**£130,000 - 180,000**  
**€150,000 - 200,000**

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



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*The ex-Jackie Stewart, Jack Brabham, Roy Salvadori, Tommy Dickson, Bruce Halford, Jimmy Blumer*

## **1960 COOPER MONACO-CLIMAX 'MARK II' TYPE 57 REAR-ENGINED SPORTS-RACING PROTOTYPE**

Registration no. DS 228

Chassis no. DM/773/W

- *Le Mans 24 Hours and Nürburgring 1,000 Kilometres participant*
- *Ecurie Ecosse's first rear-engined car*
- *Original Coventry-Climax FPF 2½-litre engine*
- *Known ownership and competition history*
- *Restored in the mid/late 1990s*





This Cooper Monaco sports-racing prototype, entered and run in the 1960 Le Mans 24-Hour race by David Murray's Ecurie Ecosse organisation, was the latter's first rear-engined car. While only two coil-spring (as opposed to the earlier transverse leaf spring) rear-suspended Type 57 'Mark II' Monaco models are recorded in the factory chassis book, at least two more were supplied in kit form to respected and capable customers.

The Ecurie Ecosse mechanics, headed by technical celebrity 'Wilkie' Wilkinson, already had extensive car assembly and reconstruction experience with their 'Monzanapolis' single-seat Lister-Jaguar of 1958, and with repairing their Lister-Jaguar sports car after American guest driver Masten Gregory's assorted excitements in 1959. Their brand-new Cooper Monaco was delivered to the team's Merchiston Mews workshop in unassembled kit form and quickly completed and race-prepared there.

It was fitted with a 2½-litre Coventry Climax FPF twin-cam four-cylinder engine, and was first UK road-registered on 5th May 1960 – as the original buff logbook records – with its chassis number being recorded as 'DM/773/W'.

This does not comply with normal Cooper Car Company chassis numbering practice and it has been suggested – probably quite correctly – that the 'DM' initials were David Murray's own, aping the normal Cooper form for these sports cars of 'CM', 'Cooper Monaco', and the 'W' stood for 'Wilkinson'. The '773', meanwhile, probably derived from three of the Climax engine's serial number stampings.

The 'Monaco' name itself had been adopted by Charles and John Cooper back in 1959, after Jack Brabham's remarkable performance in winning the Monaco Grand Prix in the works team's Type 51 Formula 1 car. As a retort to Cooper's adoption of the Monaco model name, Colin Chapman celebrated the following year's Monaco GP victory by Stirling Moss in Rob Walker's Lotus 18 by naming his new rear-engined Lotus 19 sports car the Lotus 'Monte Carlo'. Ecurie Ecosse's new Cooper Monaco made its racing debut on 28th May 1960 at Charterhall aerodrome, driven by Tommy Dickson – immediately winning two races. It won again at Goodwood on 6th June and back at Charterhall on 3rd July before Dickson failed to finish in the British Grand Prix-supporting sports car race at Silverstone on 16th July.







1  
Welterweight - the 2.5-litre Coventry Climax FPF 4-cylinder engine in the Ecosse Cooper Monaco enabled it to punch well above its weight - here at the Le Mans pesage in 1961.

2  
Goodwood 1964, Jackie Stewart exiting the chicane.

3  
Touched with genius - Sir Jackie Stewart slips into Mr Dick Skipworth's restored Cooper Monaco "for old time's sake".

4  
Tubby tail - the Ecurie Ecosse Cooper Monaco scuttling through the Esses at Le Mans in 1961, showing off its contemporary regulation-meeting 'baggage enclosure'.

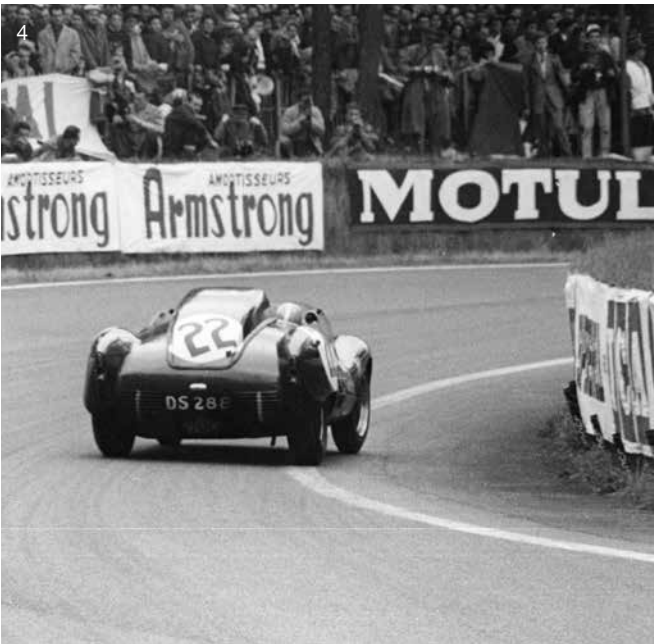
5  
2002 Laguna Seca, 'Whizzo' Williams on the famous corkscrew corner.



2



3



4



5

The Cooper was then shipped across the Atlantic to compete in the 1960 Formule Libre Watkins Glen Grand Prix in upper New York State. Roy Salvadori drove there, finishing very strongly in 3rd place as the first sports-racing car to finish, behind the two Formula 1 cars of Stirling Moss (winning in Rob Walker's Lotus 18) and Jack Brabham (2nd in the works-entered Cooper-Climax T53 'Lowline').

The Ecosse Cooper Monaco was then flown across the United States to compete in the annual 'Los Angeles Times' Grand Prix for sports cars at Riverside, California. There he finished 6th after being delayed by a mid-race spin. The car was then entrusted to now double-World Champion Jack Brabham for the Pacific Grand Prix at Laguna Seca near Monterey, but a burst tyre damaged the rear brakes, forcing retirement.

Back in the UK for the 1961 season, diminutive little Tommy Dickson finished 3rd behind the UDT-Laystall Lotus 19s at Easter Monday Goodwood, then 4th at both Oulton Park and Aintree before the end of April '61. He won at Charterhall on 23rd April and placed 4th again at Silverstone on 6th May.

Tommy Dickson finished 3rd in the Sussex Trophy at Goodwood on Easter Monday, 4th at both the Aintree '200' and Silverstone May meetings, and David Murray then invited former Maserati, Lister and BRM driver Bruce Halford to handle the car in the Whit-Monday Goodwood meeting. Halford won handsomely and on 28th May he co-drove the car with Dickson in the ADAC 1,000-Kilometre race at the Nürburgring in Germany, only to be sidelined by suspension failure.

In its 1961 form the car had necessarily been adapted to conform to contemporary FIA Appendix J regulations, which demanded a tall minimum-height windscreen and mandatory luggage trunk space, which was provided in the Cooper Monaco by an unsightly hump above the rear engine cover. The car was entered by Ecurie Ecosse at Le Mans on 10th June 1961, again to be co-driven by Bruce Halford/Tommy Dickson. The notoriously 'difficult' French scrutineers perceived the Cooper Monaco as a 'two-seat racing car' rather than a 'proper' sports car, and it took all of David Murray's diplomatic skills and special relationship with organising ACO Secretary Raymond Acat to get the car accepted.

In the race the Cooper was running well until the evening and its 34th lap, when Halford went missing. Un-sighted by the mixture of rain, oil film, and parallax through the tall regulation windscreen, he had crashed heavily under the Dunlop Bridge and been hurled out onto the road as the Monaco clattered along the safety bank at high speed. Happily, Bruce Halford survived to race another day. The Ecosse Cooper Monaco was similarly rebuilt after its Le Mans misfortune and reappeared at Aintree on 7th August, Dickson finishing 3rd. The car's 1961 season was then completed with two further wins for Dickson at Charterhall on 24th September.

During the year, this Cooper Monaco's ownership title had been transferred to Ecurie Ecosse's long-time supporter and benefactor, Major Gordon Thompson. In 1962 the car lay unused after its Climax FPF engine had been removed and installed in the team's new Tojeiro Coupé.





During 1963 – as American V8 engines were preferred for the team's two Tojeiro Coupés – the elderly Monaco was revived for use in Ecurie Ecosse's home-events race programme. Bruce Halford finished 6th in the Silverstone May Meeting before Jimmy Blumer took three 3rd places and a 9th in four June-July events at Oulton aerodrome, Charterhall, Snetterton, and Oulton Park.

David Murray then entrusted the car to a young newcomer from Dumbarton named Jackie Stewart, younger brother of erstwhile Ecurie Ecosse Jaguar and Cooper-Bristol driver, Jimmy Stewart. He promptly won his first six races in a row: at Snetterton on 5th August 1963, Oulton Park on 31st August, Goodwood on 21st September, and Charterhall on 29th September.

These startling performances in the ageing Cooper Monaco famously prompted Goodwood track manager Robin McKay to recommend Jackie Stewart to Ken Tyrrell and John Cooper. They gave him a test drive back at Goodwood for their embryonic Formula 3 racing team, and Stewart was immediately signed-up, launching his career as a full-time professional racer and ultimately three-time Formula 1 World Champion Driver.

Between May 1960 and April 1964, the Ecurie Ecosse Cooper Monaco contested no fewer than 32 races, of which it won 16. But at Oulton Park on 11th April 1964, Jackie Stewart was driving during practice when he lost control on cold tyres and hit a track-side tree. He was wracked with remorse for having damaged the Cooper '...for it was a wonderful car, and I had won a lot of races with it...'

Ecurie Ecosse then made the most of the opportunity to rebuild the damaged, but self-evidently far from obsolescent, sports-racing car as an open-wheeled Formule Libre single-seater. As the 'Ecosse-Climax' it then proved sensationally successful in the hands of another promising Scottish driver, Bill Stein. Competing on Scottish and northern English circuits, he achieved nine race wins and three 4th places, and at the end of 1966 the car was retired into Major Thompson's private collection.

There it remained until 27th August 1970, when it was sold by auction - among other Thompson Collection cars - at the Gleneagles Hotel. In the audience was a holidaying American family with a 9-year old son named Todd Jenkins. He was entranced by the Ecosse-Climax and convinced his father that he should bid for it. The hammer fell in his favour and the Jenkins family became the Ecurie Ecosse Cooper's owners.

The car was promptly shipped to the USA where it remained until 1995 when its now-adult owner Todd Jenkins decided to have it fully restored to its original 1960 sports-racing configuration. Beginning in 1995, Akin Motorsports of Ossining, New York, restored the car, Bob Akin having owned and raced his own Cooper Monaco since 1972. All surviving components were either restored or replaced by matching-specification as-original items. New aluminium bodywork and fuel tanks were crafted by Steve Hall's Panel Shoppe of Stratford, Connecticut, using templates taken from an un-restored original Cooper Monaco.



Ted Wenz rebuilt the car's original Coventry Climax FPF engine and Cooper-Knight 'C5S' five-speed transaxle-type gearbox, while the bodywork was finished in original-style Ecurie Ecosse Flag Metallic Blue paintwork. Todd Jenkins, who had been competing in Porsche cars for several years, gave the restored Cooper Monaco a fine debut when he qualified it on pole position and won his race at the 1998 Lime Rock Park Vintage Festival meeting. The car also won its class at the Lime Rock Concours, and into 2000 it again qualified on the front row of the starting grid and won overall at the SVRA Virginia Beach Air Base races.

Subsequently, the car was acquired by Mr Dick Skipworth for his Ecurie Ecosse Collection and raced in selected Historic events, including by Barrie Williams at the Monterey Historics at Laguna Seca in both 2002 and 2006. The car was demonstrated in the Sir Jack Brabham Tribute parade at the Goodwood Revival Meeting in 2005, and again - by Dick Skipworth - in the 2007 Revival Meeting's Roy Salvadori Tribute.

The car's overall racing record through its Ecurie Ecosse career as the original sports-racing Cooper Monaco includes no fewer than 17 first places, one 2nd place, five 3rd places, and 28 top-ten placings overall - against only five retirements - from a total of 34 race starts.

As the open-wheeler Ecosse-Climax in 1965-66 it then contested a further 15 races, driven 12 times by Bill Stein and in three final events by Bill Dryden. Bill Stein scored no fewer than nine wins in the car - at Ingliston, Croft, and Rufforth - plus one 4th place, and posted only two retirements, while Bill Dryden achieved a further two 4th places and only failed to finish once - all at Ingliston outside Edinburgh.

The current vendor purchased the ex-Ecurie Ecosse Cooper Monaco at Bonhams' New Bond Street Sale in December 2013 (Lot 91). Since then it has been extensively restored - the engine, differential, clutch, passenger's seat, and roll bar all receiving attention. The present owner has competed with the car at Solitude, the Salzburgring (finishing 2nd), and at Rossfeld, where it won.

So here we offer a potentially highly competitive late-series Cooper Monaco, with coil-spring rear suspension and a 2½-litre Climax FPF engine, which has well-established provenance, including the Le Mans 24 Hours and Nürburgring 1,000-Kilometre races. Above all, it has been preserved and campaigned for many years as the unique Ecurie Ecosse car: ex-Sir Jack Brabham, ex-Roy Salvadori, and ex-Sir Jackie Stewart, for whom it proved instrumental in setting him on the road to three World Championships in Formula 1.

**£300,000 - 350,000**  
**€340,000 - 390,000**





343

**1928 BENTLEY 6½-LITRE STANDARD SIX SALOON**

Coachwork by Gurney Nutting

Registration no. UE 6835

Chassis no. FA2504

- *One of only six Standard Six saloons known to survive*
- *Outstandingly original*
- *Present ownership since 1966*
- *Restored in the 1960s*





The vendor entered 'UE 6835' during a BDC race meeting at Silverstone in the 50's/60's – remarkably, he finished 2nd...



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

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder, and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

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

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

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, led to the introduction in 1926 of a larger car: the 6½-Litre. Known as the 'Silent Six', the latter perpetuated the 3-Litre's mechanical theme but with greatly increased refinement. 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, while 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. The 6½-Litre was produced for four years, during which time 544 chassis were completed, the Standard/Speed Six split being 362/182.





This particular 6½-Litre, registration number 'UE 6835', is one of 242 erected on the long ST3 (12' 6") chassis intended for formal coachwork and favoured by the majority of customers. This particular chassis was laid down in 1927 and bought by the Bird family of Bird's Custard fame, who sent it to Gurney Nutting for bodying. Gurney Nutting bodied 101 6½-Litre chassis, of which seven survive: 'FA2504', the car offered here; a second Standard Six Weymann saloon on chassis 'FA2507'; and five Speed Sixes, one of them a four-door Weymann saloon.

Standard Six saloons are now extremely rare; indeed, there are only six known survivors: two by HJ Mulliner, two by Gurney Nutting, one by Barker, and one by Freestone & Webb. As Bentley authority Dr Clare Hay remarks in her customarily thorough report (copy on file), far more Standard Sixes were fitted with such coachwork new than with open sports bodies. The style is fairly formal, a four-door four-light with a bench front seat and a dropping division, with occasional seats to the division to seat up to seven. The finish was originally fabric throughout, with the bonnet fabric covered. 'UE 6835' is a remarkable survivor, and in 2005 was featured in Nick Walker's book, *Coachwork on Vintage Bentleys*.

The Bentley remained in the Bird family's ownership until just after WW2 when it was sold to the Reverend Noakes, a Master of Foxhounds in the West Country.

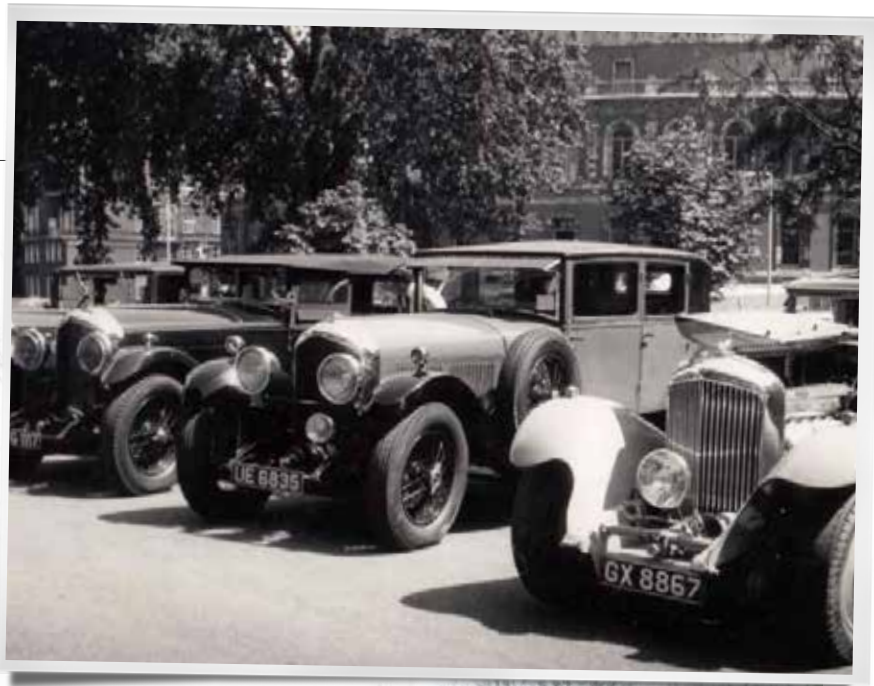
After the last entry in the Service Record in February 1939 there is a gap in the records until 1963, when 'UE 6835' was owned by LW Peachey. The next owner listed in the logbook is Christopher Patrick O'Driscoll Lumley in May 1964, followed by the present owner from March 1966. The first available photograph of 'UE 6835' was taken at the BDC Kensington Gardens concours in June 1966. It is unclear how much work has been carried out over the years, though the body had been panelled up to the waistline before 1966. This is not unknown as a repair method to cover damaged fabric.

By this time, large formal saloons and limousines had plummeted in popularity, and many had been laid up during the war and fallen into disrepair. Indeed, in *Glass's Guide*, crossed hammers were shown against the 6½-Litre and 8-Litre limousines meaning they were considered suitable only for demolition! What demand there was came from enthusiasts wanting to build Speed Six look-alikes.

By some quirk of fate, 'UE 6835' managed to avoid destruction, so when the current owner acquired the Bentley in March 1966 he set about having it carefully restored to original specification, the only 'modern' update being discretely fitted flashing indicators. Indeed, so original is this extraordinary car that it even retains the correct Smiths 5-jet carburettor, Auto Vac, and Barker headlight dipping mechanism; if not unique after some 53 years with but one owner it is certainly very unusual. Other noteworthy features include fitted cocktail cabinets, a Brexton trunk, and a (working) speedometer and clock in the internal division, enabling the rear passengers to see the car's speed.



'UE 6835' on display at the BDC Kensington Gardens concours, the vendor had only recently acquired this magnificent Bentley, 1966







During this period the car travelled to the owner's home in the South of France; participated in Brooklands driving tests; BDC Silverstone race meetings; and took many brides to church, family weddings etc. In 1960s, 'UE 6835' had the misfortune of being involved in a slight accident, the offside front chassis member and wing being damaged. P&A Wood were commissioned to repair the car. There was no damage to the radiator or even the numberplate, but it was felt wise to repair the chassis member correctly, necessitating removal of the body together with all major components. While this was undertaken, a full rewire was carried out together with any other work deemed necessary. Interestingly, the condition of the car was such that the insurers required no contribution for improvements.

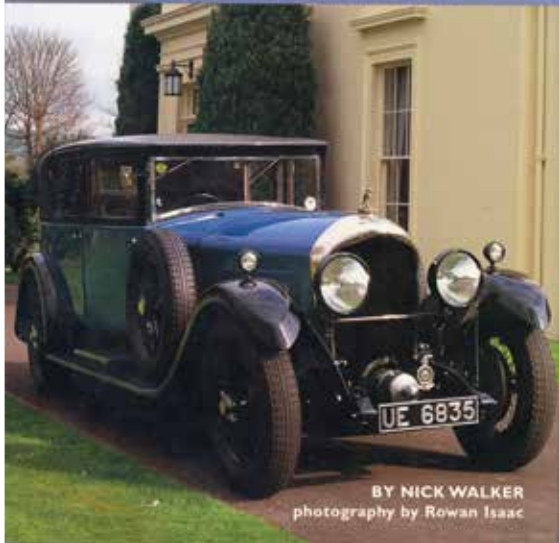
Always serviced and maintained by renowned Bentley specialist Tony Fabien, 'UE 6835' is featured on the front cover and extensively within the aforementioned *Coachwork on Vintage Bentleys*. Highly unusual in retaining its original body, this outstanding 6½-Litre is the perfect way to celebrate Bentley's 100th Anniversary in 2019 and is certain to be a talking point among the hoards of Vanden Plas-style Speed Six and Team Car replicas.

**£800,000 - 1,200,000**  
**€900,000 - 1,300,000**



# COACHWORK ON VINTAGE BENTLEYS

3 Litre, 4 1/2 Litre, 6 Litre, Speed Six & B Post 1921-17



BY NICK WALKER  
photography by Rowan Isaac







**Save the Children**

*We believe that children's potential is our brightest hope for a better future. We are committed to ensuring children survive, have the chance to learn and get protection when they're in danger.*

344

*All Bonhams income from the sale of this lot will be donated to the Save the Children fund, to commemorate their centenary year.*

**DEXTER BROWN (1942- ), 'WILLIAMS FW14B, NIGEL MANSELL, BRITISH GRAND PRIX, 1992, SILVERSTONE',**

signed, acrylic on canvas, with hand written title and signature date 2018 on back of canvas, 76 x 122cm.

£6,000 - 9,000

The Save the Children Fund was established in the United Kingdom in 1919 in order to improve the lives of children through better education, health care, and economic opportunities, as well as providing emergency aid in natural disasters, war, and other conflicts. Registered Charity No. 213890 (England & Wales) and SC039570 (Scotland).

Dexter Brown is one of the most respected and instantly recognizable motoring artists, producing a vivid impressionistic style of colour and, where applicably, speed. His work has been the subject of two books: *The Art of Dexter Brown* by Robert Edwards, Haynes, 2001; and *Superfast – The Ferrari Paintings of Dexter Brown* by Simon Khachadourian, Pullman, 2008.

His works are on permanent display at the Pininfarina Studios, Turin; Abarth Gallery, Tokyo; Porsche Museum, Tokyo; Keller Collection, California; Blackhawk Collection, California; and the Louwman Museum in The Hague.

Dexter has also greatly contributed to charity, his works supporting Combat Stress, the Great Ormond Street Hospital for Children, Help a London Child - Capital Radio, John Radcliffe Hospital Cancer Charity, and Little Havens Children's Hospice Southend.



*Maxter Brown*





345

*'RED 5' – The ex-works, Nigel Mansell, Riccardo Patrese  
South African, Mexican, Brazilian, Spanish and San Marino Grand Prix-winning*  
**1992 WILLIAMS-RENAULT FW14B FORMULA 1 RACING  
SINGLE-SEATER**

Chassis No: FW14-08

Engine No: 240



Collectibility covers an enormous range of artefacts. Most are inanimate, contemplative objects of intellectual appreciation. Many drip with cultural significance. Some celebrate the rise of human ingenuity.

Perhaps that inspiringly creative aspect is best demonstrated by mechanical artefacts. Breakthrough technologies highlight man's progress. Historic landmarks earn special regard. And then we can add the animate technologies – landmark artefacts which a mere button-touch can bring to vibrant life...

These can be artefacts into which the collector owner can slip, like easing-on a familiar pair of hand-made shoes. Artefacts which will respond, vibrate and resonate to the owner's command. Flick a switch here, a button there and – say – a toweringly historic landmark-technology Grand Prix car will do for you what it once did in carrying a World-class competitive athlete to his ultimate goal – a record-shattering Formula 1 World Championship title.

The collectible artefact on offer will start up, and run. It will literally come to life...

This is most certainly the case with 'Red 5' – which Bonhams are now so privileged to offer here for sale by public auction. This is the stupendously sophisticated Formula 1 Williams-Renault in which British racing driver Nigel Mansell made his shatteringly successful start to the 1992 World Championship racing season.

- *Acclaimed as the finest-ever F1 Williams*
- *Adrian Newey's first World Champion masterpiece*
- *A record-breaking utterly dominant design*
- *The most sophisticated and complex F1 car of the early 1990s*
- *The 'Best of British' focus of 'Mansell Mania' '92*



1  
*'Red Five', Nigel Mansell in Williams FW14B '08', racing towards the 1992 Formula One Drivers World Championship title. © LAT*









2  
Nigel Mansell (Williams FW14B '08') during his winning debut with the brand-new car, 1992 South African GP, Kyalami. © GPL



3  
The Williams team arrived at Kyalami 1992 with their new FW14B an unknown quantity. As driven by Nigel Mansell - no-one else was even in the picture!  
© GPL



Insinuate yourself into its snug-fitting, tailormade, carbon composite cockpit and you will find yourself lying there as if propped-up by pillows, head just high enough to see forward over the car's lean Roman nose. Control push-buttons stud the tiny steering wheel centre. Finger paddles tucked just behind it control the forward gears. Behind one's carbon-cradled shoulders is slung the complex, frontier-technology Renault RS03 racing engine.

This is a 67-degree V10-cylinder power unit, for which during 1992 Renault quoted its V10s as producing from 700bhp at 12,500rpm, to 760bhp at 14,500rpm. The unit's peak revs were cited as 14,400rpm, and it drove through a transverse-shaft Williams 6-speed semi-automatic gearbox. The particular power unit installed in 'FW14-08' as offered here is serial number 240, and the accompanying Renault Sport engine-history document (itself vanishingly rare 'out of captivity') confirms it is the actual engine used by Nigel Mansell in winning that season-opening South African Grand Prix back in 1992.

And there is more. This Williams-Renault did not merely have a traditional suspension system attaching its four fat wheels and tyres to the centreline fuselage. Oh no. This Williams-Renault featured a computer-controlled 'active suspension' system in which its springing medium did not merely react to impacts from rippled track surfaces, bumps and kerbs. Instead, when planet Earth's irregular surfaces deflected this Williams car's suspension, it actively pushed back to compensate.

All motor cars fly through fluid air. Ingenious aerodynamicists harness that fluid's flow around, over and under the modern-era Formula 1 car to force it down against the track, to enhance the otherwise tenuous grip its tyres have upon our planet. Enhanced grip improves acceleration, cuts time spent braking, slashes time lost in cornering. Every split-second saved improves lap time around each target race track. And taking least time wins races. To provide maximum aerodynamic advantage the car's shape must be presented consistently to the fluid airstream rampaging around it. Active suspension achieved exactly that.





4 (main)  
Mansell (Williams FW14B '08') - second consecutive 1992 victory - Mexican GP, Mexico City. © Getty

5  
Mansell (Williams FW14B '08') - third consecutive 1992 victory - Brazilian GP, Interlagos. © GPL

6  
Mansell (Williams FW14B '08') - fourth consecutive 1992 victory - Spanish GP, Barcelona. © GPL

7  
World domination - The twin Williams FW14B cars of Nigel Mansell (leading in '08') and Riccardo Patrese head every rival on lap 1 of the 1992 Spanish GP. © Getty





4



5



6



7



## WILLIAMS FW14B-08 RACING RECORD

03-09/02/92	Estoril test	Nigel Mansell	
18/02/92	Silverstone test	Damon Hill	
01/03/92	SOUTH AFRICAN GP, Kyalami	Nigel Mansell	1st, POLE
22/03/92	MEXICAN GP, Mexico City	Nigel Mansell	1st, POLE
05/04/92	BRAZILIAN GP, Interlagos	Nigel Mansell	1st, POLE
03/05/92	SPANISH GP, Barcelona	Nigel Mansell	1st, POLE
17/05/92	SAN MARINO GP, Imola	Nigel Mansell	1st, POLE
31/05/92	MONACO GP, Monte Carlo	Nigel Mansell	2nd POLE
14/06/92	CANADIAN GP, Montreal	Nigel Mansell	Rtd, q.3rd
05/06/92	FRENCH GP, Magny-Cours	Nigel Mansell	T-car
12/07/92	BRITISH GP, Silverstone	Riccardo Patrese	2nd, raced T-car
26/07/92	GERMAN GP, Hockenheim	Riccardo Patrese	8th, q.2nd
16/08/92	HUNGARIAN GP, Budapest	Riccardo Patrese	Rtd, POLE
30/08/92	BELGIAN GP, Spa-Francorchamps	Riccardo Patrese	3rd, q.4th
13/09/92	ITALIAN GP, Monza	Riccardo Patrese	5th, q.4th
27/09/92	PORTUGUESE GP, Estoril	Riccardo Patrese	Rtd, q.2nd





Now think back into that figure-hugging cockpit. Just there on the interior left-side panel – hard by the driver's left hip – is an aluminium identity plate. It identifies this individual car as Williams 'FW14/08' – the British-built eighth chassis of its type. And upon that same left-side panel are five faded stickers – applied there in period, 1992 - bearing five red stars, and five gold.

They commemorate '08's staggering achievements through the opening phase of that memorable year's 16-round World Championship race series. Within this historic Grand Prix car's cockpit the rugged, moustachioed, relentlessly brave British star driver, Nigel Mansell, qualified fastest – on pole position – for the five consecutive opening races of that record-breaking season.

Those five pole positions are signified by the red stars there within the car's cockpit today. He then won each of those great Grand Prix races, in succession - in South Africa, Mexico, Brazil, Spain and in the 'San Marino' Grand Prix, run at Imola in Italy. So five gold stars accompany the red...

Overall, chassis '08' offered here at Goodwood, contested no fewer than 13 of the 1992 Formula 1 World Championship season's 16 qualifying Grand Prix races.





This legendary car finished second twice, and added 3rd, 5th and 8th place results, while failing to finish three times - only once due to mechanical failure, the other two being driver errors.

After being driven by World Champion Nigel Mansell in seven of these races, it was entrusted to his Italian team-mate Riccardo Patrese from the mid-season British Grand Prix forward. Riccardo Patrese then contested a further six Grand Prix races in this well-used car, scoring World Championship points in three of them before ending the season runner-up to Mansell in the Drivers' competition.

The car's frontline competition career ended, in fact, in the spectacular near-somersault incident on the pits straight at Estoril during the 1992 Portuguese Grand Prix, when Riccardo Patrese pulled out to pass Gerhard Berger's rival Ferrari at around 160mph and the Austrian backed-off unexpectedly to turn into the pit lane. Williams-Renault FW14-08's right-front wheel struck the Ferrari's left-rear and the British car planged high into the air before touching down initially on its left-rear wheel and clattering to rest along the pit barrier, Riccardo Patrese unhurt. Despite such a spectacular looking incident the car sustained merely peripheral damage and it was speedily repaired back at home base in Didcot.

And there is still more to this remarkable machine's competitive record - chassis '08' also qualified on pole position no fewer than seven times for its 13 Grand Prix races, driven by Mansell on six of those occasions, by Patrese once. And it also qualified second fastest for two Grands Prix, once third and twice fourth.

In sister Williams-Renault FW14B team cars, Nigel Mansell also won four more of that season's Grand Prix events, thereby becoming the first driver in Formula 1 racing history to win nine World Championship-qualifying races within a single season.

And in parallel, of course, Williams-Renault won the 1992 Formula 1 Constructors' World Championship. Here we have a record of Mercedes-Benz proportions through their epic 'Silver Arrow' seasons of the 1930s and 1950s. That is the historic stature of this Williams-Renault.

In fact the Williams-Renault FW14B design proved itself to be one of the most outstandingly dominant Grand Prix racing cars of all time. It was also one of the most sophisticated and most exquisitely complex ever built and raced with such consummate success. And it is now available to you, right here, in beautifully preserved running order... "on the button".





## 'RED 5' LIVES!

1992 WILLIAMS-RENAULT FW14-08,  
HAMPSHIRE, ENGLAND



'RED 5' being started, at Lanzante workshops, in  
Preparation for the sale. ►

When we at Bonhams were first commissioned to offer 'Red 5' to the global market we understood that the car had been wonderfully well-preserved, it was in really good hands and - most significantly - it could be offered in complete, runnable order.

One day recently, hugely experienced long-serving Williams specialists spent a morning checking over the car's supremely sophisticated and (in period) ground-breaking systems. Williams FW14B old hands John Cadd and Chris Dietrich carefully filled its reservoirs with hydraulic fluid, with pre-heated lubricating oil, and with coolant.

A compressed-air cylinder charged the V10-cylinder Renault engine's air-valve system. Chris Dietrich slipped into this projectile's form-fitting cockpit, once Nigel Mansell's or Riccardo Patrese's workplace.

John Cadd engaged the right-angle drive electric starter to the V10's right-rear coupling. Chris checked the dash panel display, double-checked the 6-speed transmission was safely in neutral, and called 'OK!'. JC flicked the starter switch.

With a cacophonous chatter the 3.5-litre 760 - horsepower Formula 1 engine's pre-start sequence played out. Its crankshaft spun, its intricate connecting rods, slipper pistons and pneumatic valve gear shuttled fiercely within those oiled cylinder bores and combustion chambers.

A pause. Another turn-over sequence. Oil and hydraulic pressures OK. Another sequence, ignition on, and this beating heart of the multiple Grand Prix-winning World Champion Williams-Renault suddenly sings its rousing song! She lives!

The gearshift paddles run the gearbox through its sequence of churning gears. The active suspension hydraulics extend and relax the pushrod actuators... Williams-Renault FW14B-08 is alive, and well - and ready for continued duty...

Doug Nye







8

8  
Nigel Mansell on route to his fifth consecutive 1992 Grand Prix win in '08' - San Marino GP, Imola, Italy.  
© GPL

9  
World Champion Mansell - the warrior prepares for war...  
© Getty

10 (main)  
At the top of his game - Nigel Mansell soaring to his Imola win in '08' now offered here...  
© Getty



9



10





This magnificent mechanical artefact was designed by Adrian Newey - one of the most successful Formula 1 designers of all time. Looking back upon the Williams-Renault FW14B, he recalls: "...the car was made for Nigel. He had tremendous confidence in his car control and could cope with the fact he just had to ignore what he called the (active suspension's)'funny sensations' ... and trust that the more speed he carried into the corner the more downforce and thus more grip he'd have. For a driver it's all about confidence. Nigel just knew that if the car did something unexpected he'd sort it out...and he did".

Adrian Newey continues: "The FW14B is my first World Championship-winning car, so obviously it holds very fond memories for me. The level of domination it achieved makes it very special".

But through the car's design period in the winter of 1991-92 it was a case more of hope than certainty: "We just worked to improve upon the preceding FW14A. The big innovation was active suspension, simply to present the most stable aerodynamic platform to the airstream. One unsung hero was our head of electronics, Steve Wise. Active would never have worked without an adequate onboard electronic control unit - but there wasn't one on the market. Over a two-year period, Steve just made one for us, in-house..."

The outstanding race of that extraordinary year? "The opening South African GP at Kyalami. We went there knowing we had good pace, but you never know how much your rivals have also found. In fact, from the start of practice the FW14B just dominated.

"So we had the speed, but we weren't confident of reliability. We'd had a couple of issues in testing, one of which had really spooked Nigel. But the more he drove with the active suspension, the more his confidence grew. It plainly felt odd from the driver's perspective, a lag between steering input, and reaction, but he would just pitch it into a corner, with the confidence he could sort it out from there. Team-mate Riccardo never matched Nigel's sheer bravado.

"By mid-season it was obvious we were heading for a World Championship win, and then Nigel realised his only serious rival for the title was his team-mate, driving the sister car. So then began all kinds of games to unsettle Riccardo - like misleading him on suspension settings..."

"The worst race for us was the Canadian GP at Montreal - that's still painful, losing another race we should have won. Nigel just ran the car far too low. But once we realised we had that dominant advantage we just concentrated absolutely on making the cars reliable - not making too many changes, painstakingly inspecting everything, ensuring absolute hydraulic cleanliness - being meticulous, really. That part at least isn't rocket science..."





11  
Riccardo Patrese pitching FW14B '08' into the Curva Parabolica during the Italian GP - he finished fifth. © GPL











12  
Sparks flying at Monaco '92 as Nigel Mansell in '08 rips into Ayrton Senna's lead...  
© Getty

13  
Nigel Mansell turning shapely '08' into Monaco's Mirabeau Inferieur corner - 1992 Monaco GP. © GPL

14  
Roman nose - sat-down Active-suspension tail - Nigel Mansell flicking '08' into Monaco's harbourside chicane. © GPL

15 (main)  
Nigel Mansell in '08' climbing Beau Rivage at Monte Carlo during his epic duel with that other legend, Ayrton Senna. Try as Nigel might he just could not find a way past the Brazilian star's McLaren - and '08' finished a memorable second. © GPL



12



13



14





While muscular, bullish Nigel Mansell went to town in the FW14Bs, his team-mate Riccardo Patrese did well with them but never quite 'clicked' to the same degree. Eric Faron, his Renault Sport race engineer explained how "Riccardo finds driving the car on the limit less easy than Nigel. That is quite simply because Riccardo drives a great deal with his body. Unfortunately for him, the reactive suspension filters out many of the physical sensations which are traditionally transmitted to a driver. The FW14B demanded a different driving technique from a more classical car, and that doesn't really suit Riccardo's style..."

The Williams-Renault's characteristic of fleetingly losing rear-end grip as airflow to the rear diffuser would be disturbed momentarily on the turn-in to a high-speed corner would see Patrese instinctively backing-off the throttle while in contrast – according to the telemetry record – Nigel Mansell, 'Il Leone' as the Ferrari fans would christen him ('The Lion') would just "...keep the throttle firmly floored".

So here is an historic mechanical artefact of towering quality – and of stupendous achievement – absolutely exemplifying the extreme interface between high-technology and the human animal - wielded in its pomp by a true World Champion, whose fearlessly, visibly, total driving commitment communicated itself to battalions of adoring fans, absolutely worldwide.

**Refer to department**

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

# WILLIAMS | HERITAGE

*The Williams Formula One Heritage division offers this support in connection with FW14B chassis '08' now presented here:*

*“Williams Heritage would be delighted to work with the new owner of the FW14B to ensure that the car is continuously maintained to the highest standards. We will happily welcome new members to our Williams Heritage Programme...”*

*Williams Heritage is a division of the Williams Group overseeing public demonstrations and maintenance of the team's historic Formula 1 cars. Led by Jonathan Williams, the division is committed to demonstrating the history of the organisation's vehicles across the globe.*

*The Williams Heritage Programme offers private individuals an opportunity to be part of a truly historic racing team, providing a fully managed turn-key solution for restoration, maintenance and on-track activities worldwide. In addition to offering vehicles which are fully restored, in original condition, with all equipment operational, if new parts are required due to life constraints or accident damage, Williams allows access to its F1 design resource and drawings enabling re-manufacture of original parts.*

*The programme takes an active approach to client-running and provides a flexible schedule tailored to clients' needs and objectives. Williams Heritage work closely with carefully selected third parties to offer both group and private track days, as well as demonstration opportunities (such as at the Goodwood Festival of Speed).*

*The Williams Heritage Programme offers truly exclusive access to participation within the world of Historic car ownership, representing an ownership experience which is captivating, yet cost-effective...*

“The Williams-Renault FW14B has always been one of our greatest and most prestigious racing cars. It encompasses our values as an organisation perfectly, displaying technical forethought well beyond its racing period and a relentless determination to succeed. FW14B delivered an overwhelming barrage of success for the team during 1992 and was an unstoppable force in the hands of Nigel Mansell, leading to both Drivers' and Constructors' World Championships. During recent times we have noticed a greater level of privateer interest, as such we have the first ever FW14B test car actively running in our client Heritage

Programme. I am delighted to see this high history example presented by Bonhams at the Goodwood Festival of Speed Sale. Furthermore, may I extend a personal invitation to the new owner of FW14B-08 should they wish to visit our facilities in Grove, Oxfordshire so we can assist them with all aspects of running and managing the car, by the same skilled workforce who built and ran it in period.“

**Williams Heritage Managing Director:  
Jonathan Williams**



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*The ex-Hugh Hamilton, Bobby Kohlrausch, Dennis Poore, David Piper,  
1933 RAC TT, Eifelrennen and Masaryk Grand Prix-starring*

### **1933 MG J4 MIDGET SPORTS AND VOITURETTE RACING TWO-SEATER**

Registration no. JB 3185

Chassis no. J4 002

- *Regarded as the 'Baby K3'*
- *Ultra-successful competition history*
- *Illustrious ownership*
- *Eligible for the world's leading events*



Hamilton rounds Comber during his epic drive, RAC TT, 1933 © Geoffrey Goddard Collection





During the early decades of the 20th Century, within the motor racing world Voiturette-class racing was the predecessor of modern Formula 2 - catering for smaller-engined often pure-blooded racing cars just below full-blown, free-for-all Grand Prix competition.

Back in 1933 the MG Car Company of Abingdon-on-Thames was making its mark Internationally. A team of three MG K3 Magnettes won both their class and the overall team prize in the early-season Mille Miglia, with such aristocratic drivers as Sir Henry Birkin and Lord Howe.

Another MG driver then showing immense promise was the 28-year-old Ulsterman Hugh Caulfield Hamilton, from Omaha in County Tyrone. He worked as a salesman with University Motors, the specialist central London MG dealership, while as a dynamic and daring racing driver he began making his name internationally behind the wheel of the 746cc MG J4 Midget now offered here....

One of the most sought-after of competition MGs, the J4 became the company's ultimate small-capacity sports-racing car, nicknamed the 'Baby K3' as being the 4-cylinder equivalent of its famed 6-cylinder K3 Magnette big brother. Factory assembly of this car - one of only nine J4s built 1932-34 - began on April 26, 1933. It was one of the latest improved 'Lightweight' J4 Midgets incorporating many C-Type components and larger brakes. For the major Eifelrennen race at the Nurburgring in Germany on May 28, Hamilton had entered the car in the 800cc class - to tackle 12 laps of the demanding 14.2-mile circuit. During the race he kept pace with far more powerful 1,500cc category cars and even the slower Grand Prix machines - finally winning his class by a staggering 24 minutes.



The disappointment of so nearly beating Nuvolari is etched on the faces of Hamilton and his mechanic, RAC TT, 1933 © Motorsport Images



Kohlrausch collects J4 002 and his matching K3 from the MG factory, 1934 (image part of lot)



Dennis Poore, Brighton Speed Trials, 1938 © Ferrett

Back on home soil in Ulster on September 2, the mighty challenge of the year's RAC Tourist Trophy beckoned. None other than Tazio Nuvolari had been persuaded to handle the potent supercharged MG K3 Magnette, as Nuvolari familiarised himself with both it and the Ards circuit. Hugh Hamilton was one onlooker in this MG J4, learning from the Maestro's practice performance.

One race report then read: "The first hour showed clearly who was going to be important; and they were Hamilton, lapping furiously at 75mph and leading on handicap by 53 seconds..." then "Nuvolari, over a minute ahead of Eddie Hall and five minutes ahead of the big Rileys...". The report continued: "Hamilton had a handicap lead of only a few seconds before Nuvolari came in (for his pit stop) and at once speeded up still further, leaving the rest of his class ten minutes behind and breaking the class lap record again and again. At 2 o'clock he came charging in and at once began throwing away the race. Never calm or untemperamental, he shouted instructions at his mechanic, who responded the wrong way and became more ham-fisted as Hamilton became angrier. Fuel was thrown everywhere, the filler-cap left undone, it took a minute to raise the front axle.

Then the starter failed, the bonnet was opened up again while the mechanic did his best to use a spanner as a switch, succeeding only in setting fire to his petrol-soaked gloves and overalls with a spark from the terminals. The poor man was now in such a state that he could not buckle the bonnet strap and...well, all in all it was nearly seven minutes before a furious Hammy was safe away...".

This bungled pit stop left Nuvolari a few seconds in the lead: "Robin Mere's 'flat out' pit signal was not needed.... Nuvolari was touching his brakes only momentarily at Comber and Dundonald.

"On the penultimate lap Hamilton's fuel gauge was registering zero; he knew he would never get round again. In a flurry of dust, and to everyone's bewilderment, he tore in, threw in a can of petrol in 20 seconds, and tore away again. It was remarkably fast work, but not fast enough. Nuvolari came by then, and Magnette led Midget. A few miles back his engine had cut, he had raised his hands in despair, and replaced them promptly on the wheel as Hounslow switched over (tanks). Reserve gave him enough - just enough - to keep ahead and complete that last lap...".



Nuvolari's MG Magnette won the 5hr 56mins race - and the 1,100cc Class G - at 78.65mph - Hamilton 2nd in his J4 Midget, and winner of 750cc Class H, at 73.46mph.

The fiery Ulsterman then took his car all the way to Brno for the Masaryk Grand Prix in Czechoslovakia on September 17. That race began in heavy rain and a rising gale. After a slow start, Hamilton began to climb through the field despite the atrocious conditions. After 7 laps he had caught Landi's 1,500cc Maserati 4CM to take second place behind Burgaller's leading Bugatti Type 51A, catching the latter when both had to stop for fuel. This time Hamilton's pit staff worked brilliantly, and he restarted ahead of Burgaller, but just as Landi shot past them both. Hamilton tore after the Maserati and the Italian then spun, leaving Hamilton's 746cc MG not only leading the 1,500cc class but gaining on nothing less than Luigi Fagioli's Scuderia Ferrari-entered Grand Prix Alfa Romeo Tipo B Monoposto, second overall in the Masaryk Grand Prix...

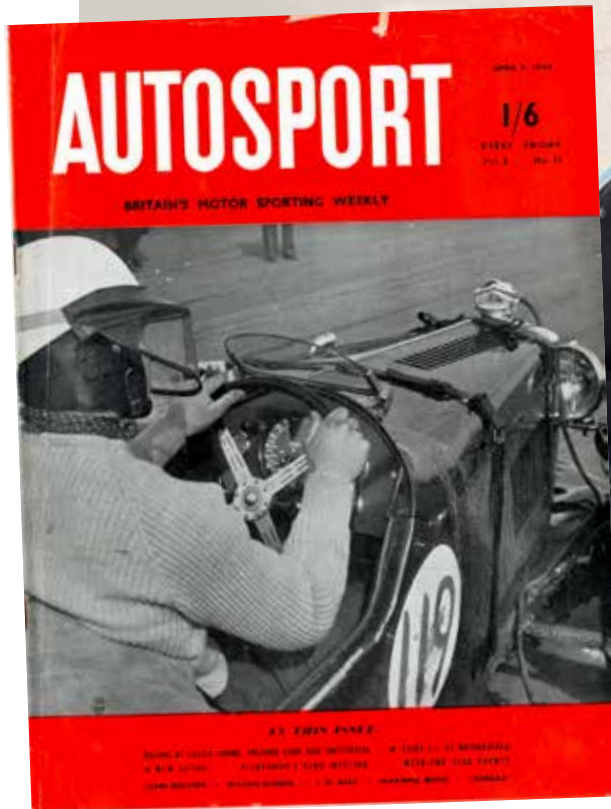
On lap 10 the recovering Landi repassed Hamilton but the MG driver clung on to the Maserati's tail and began looking for a way to repass through the spray. He was wearing a waterproof cape, but it worked loose around his waist and on lap 11 the battering airstream blew it up over his face, causing him to lose control.

The little MG rolled several times, Hamilton suffering numerous broken ribs. Irrepressible as ever he quickly recovered - sailing to India that winter to shoot tigers. He would return to racing in 1934, driving a Whitney Straight Team GP Maserati 8CM, only to crash fatally in it on the last lap of the Swiss GP at Berne.

During the winter of 1933-34, this ex-Hamilton MG was rebuilt at Abingdon-on-Thames around a replacement chassis. For 1934 it was loaned to Bobby Kohlrausch in Germany, who ran it painted white beside his K3 Magnette in German events with great success.

For 1935 this car's lightweight body was swapped for the standard J4 unit from 'J4 003'. The car was then sold to Margaret (Peggy) Blathwayt who, as Mrs J.C. Elwes, won with it in four minor British events. Riley racer Hector Dobbs then offered it for sale, finding an eager young buyer in entrepreneurial budding industrialist and later Aston Martin works driver Dennis Poore. He sprinted and raced the car at least ten times that year, and eight more through 1938-39 - accumulating at least seven class victories. He retained the car throughout the war, before selling it in 1948 to the Hon. J.C.C. Cavendish who ran it at Goodwood in 1949.





David Piper on the way to another win in 'J4 002' as illustrated in *Autosport*, 1954

This historic little MG's association with contemporary and future greatness did not end there. In 1952 it was acquired by David Piper - who would become so familiar throughout the racing world as the successful private entrant and occasional works driver of Lotus, Ferrari and Porsche cars. He learned his craft in this car through 1952-54, and remembers it very fondly today: "It was a great car...", he recalls, "I absolutely loved it, and had great success with it. It had a big Powerplus supercharger, and an enormous bronze carburettor. One of its best features was its absolutely beautiful ENV gearbox with a wonderful change - like a Ferrari, in fact. It had no doors and a 'Brooklands box' silencer.

"I bought it from Johnny Cavendish - Lord Chesham. Nice chap, great car enthusiast. I was an agricultural contractor and I'd been doing a lot of work on his farm at Latimer. I saw the car there, we began talking - and I ended up buying it. That MG engine was wonderful - a labour of love. I used to turn the Marchal headlamps round to face backwards so they were streamlined for racing. It really was a lovely car!"

After racing and sprinting it widely, David Piper part-exchanged it with Austen Nurse. The car subsequently passed through trade hands before lying fallow for some years, until 1964 when it was acquired by Colin Tieche who restored it to the highest standards. It ran in Mille Miglia Retrospectives and in 1975 carried Mr Tieche to 2nd place in the 'Motor Sport' Brooklands Trophy competition.

In 2007 it joined Hans Telmert's collection in Sweden, before passing to the present Scandinavian vendor in 2010.

As an example of one of the rarest and most potent of pre-war competition MGs the opportunity to acquire a J4 is rare enough. But in 'J4 002' we proudly offer a car campaigned in some of the most major races of the 1930s, by a truly rising-star British driver and which then launched the careers of two more great British drivers. MG 'J4 002' is perfectly eligible for the modern world's most prestigious Historic motoring events and - exactly as in period - is poised to punch above its weight. We recommend the closest consideration of this truly thoroughbred racer in miniature.

**£180,000 - 240,000**  
**€200,000 - 270,000**





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**1962 ASTON MARTIN DB4 SERIES IV  
4.2-LITRE VANTAGE SPORTS SALOON**

Registration no. 874 YUC  
Chassis no. DB4/982/R

- *One of only 31 right-hand drive DB4 Vantages*
- *Tremec five-speed gearbox and other upgrades*
- *One of the most collectible of post-war Aston Martins*
- *Freshly serviced by Aston Martin Works*







'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.' - *The Motor*.

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. However, it should be made clear that the cars were not thus designated by the factory, this nomenclature having been suggested subsequently by the Aston Martin Owners' Club to aid identification as the model evolved.

The first series had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the second series arrived in January 1960. A front-hinged bonnet, bigger brake callipers, and an enlarged sump were the major changes made on the Series II, while the third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake, and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was 3½" longer (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan, and the DB4 GT-type instrument panel.

With the arrival of the Series IV, a Special Series Vantage engine became available as an option. This unit, equipped with larger valves, raised compression ratio and triple SU carburettors produced no less than 266bhp at 5,700rpm, an increase of 26bhp over standard. Almost all DB4 Vantages, around 45 in all, were built with the faired-in headlights of the iconic DB4 GT, a feature that would be carried over the DB5.

Its accompanying copy guarantee form reveals that this DB4 Vantage, chassis number '982/R', was built in right-hand drive configuration and left the factory equipped with overdrive, a 3.77:1 rear-axle ratio, and chrome wheels. It is also one of only seven Series IV cars fitted with the DB4 GT instrument panel with its separate gauges.

The Vantage was delivered new via the Brooklands dealership to a Mr D M Paterson of Hurlingham, London on 23rd October 1962. One David Butler of Denham is listed as owner from 18th June 1969, while an old-style green continuation logbook records a Mr Ian Sheppard as a later owner, followed by a Mr Ian Ifor of Connaghs Quay in 1975.





A (copy) registration document records one P Harbach as owner from October 2000. However, he must have already owned the car for some time, as the AMOC Register lists three concours events attended during Mr Harbach's ownership between 1997 and 1999, with a best award of 2nd in class. There are invoices on file for restoration work dating back to 1993.

Between 2005 and 2011, '982/R' was owned by a Mr R Dresner, who commissioned marque specialists to undertake further sympathetic improvements to the running gear and matching-numbers engine. Converted to run on unleaded fuel, the latter was also increased in capacity to 4.2 litres and fitted with Ross pistons; a nitrided EN40B crankshaft; crack-tested and shot-peened standard connecting rods; Kent 'fast road' camshafts; and a 123 electronic distributor. It is understood that the maximum power output was increased by approximately 75bhp over the standard Vantage.

To better exploit the engine's enhanced potential, a Tremec five-speed gearbox was fitted while other improvements to the drive train include a limited-slip differential; an up-rated clutch with a Tilton hydraulic release bearing, and a dynamically balanced prop-shaft. The original four-speed gearbox is included in the sale (buyer to collect from Aston Martin Works).

The upgraded suspension features Koni front shock absorbers; adjustable spring platforms; up-rated lever-arm rear shock absorbers; Harvey Bailey springs; and an anti-roll bar kit. DBS-specification twin-servo disc brakes have been fitted and the braking system further upgraded with EBC 'Green Stuff' brake pads and DOT 4 brake fluid. This car also benefits from the installation of air conditioning and power assisted steering, and is equipped with a sliding sunroof and period radio.

Retaining the proportions of the original DB4 while combining the attractive faired-in headlights and dashboard of the DB4 GT with the high-performance Special Series engine, the rare Series IV Vantage is considered by many aficionados to be among the most collectible of post-war Aston Martins. Offered fresh from servicing at Aston Martin Works (bill on file), this immaculate example is ready to be enjoyed.

**£400,000 - 500,000**  
**€450,000 - 560,000**





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## 2000 ROLLS-ROYCE CORNICHE V CONVERTIBLE

Registration no. to be advised

Chassis no. YCH68156

- *One the last hand-built Rolls-Royces to leave the Crewe factory*
- *One of only 48 right-hand drive examples*
- *Maintained with no expense spared*
- *Extensive service history*
- *Circa 26,750 miles from new*
- *Immaculate condition*





The original Corniche convertible had been a major success for Rolls-Royce, so the revival of the model in 1999 after a gap of five years caused considerable excitement. Costing £250,000 in the UK at time of launch, the new Corniche more than lived up to its illustrious name and proved an immense success, especially in North America where its combination of unmatched luxury, effortless performance, and soft-top style was found highly attractive. When production ceased in 2002 only 374 of these '2nd Generation' Corniches had been built, of which only 48 were right-hand drive like this beautiful example.

One the last hand-built Rolls-Royces to leave the factory in Crewe, this Corniche V has belonged to the current vendor since 2015, while the immediately preceding owner, a member of the nobility, had owned it since 2008. Since acquisition the car has formed part of the vendor's private collection, being kept at a constant temperature in a de-humidified garage and professionally valeted on site fortnightly. Described as in concours condition, the Corniche has benefited from extensive mechanical and electrical renovation while in the vendor's care, with works totalling £26,000 carried out over the last four years by recognised marque specialists, Phantom Motors Ltd. Only some 6,500 miles have been covered since 2008, during which period eight services have been carried out (approximately one every 800 miles).

The last service was carried out May 2019 (150 miles covered since) and the car is MoT'd until 1st December 2019. Service history is extensive, including every service invoice, MoT certificates, all original invoices, and full Rolls-Royce factory specification in a leather-bound folder.

This car's standard equipment includes an adjustable steering column, air conditioning, central locking, and electrically adjustable heated seats. Options fitted at the factory include the following: Burr walnut veneer trim and waist rails; blue hood; dark blue carpets; French Navy seat piping; R-R emblems stitched to headrests; wood veneer steering wheel with French Navy leather centre; dark blue lambs' wool rugs; painted wheels with chrome-plated wheel finishers; thin coachlines; painted exterior mirror caps.

Also particularly noteworthy is the new Alpine CDE-178BT sound system, new Audison speakers (x8), and 4 x 130W channel amplifier with hands-free Bluetooth connection (fitted in 2015 at a cost of £2,100). Finished in Royal Blue with Barely hide (Magnolia) interior, arguably the most sought after colour combination, this exceptional last-of-the-line Corniche has covered only some 26,750 miles from new and is presented in truly immaculate condition.

**£100,000 - 140,000**  
**£110,000 - 160,000**



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**1936 SQUIRE 1½-LITRE  
LONG-WHEELBASE TOURER**

Coachwork by Rannah

Registration no. CLO 5

Chassis no. 1501

- *One of seven built by the original company*
- *One of only two long-wheelbase examples*
- *One of only nine Squires in total*
- *First owned by Val Zethrin*
- *Professionally restored between 2011 and 2015*



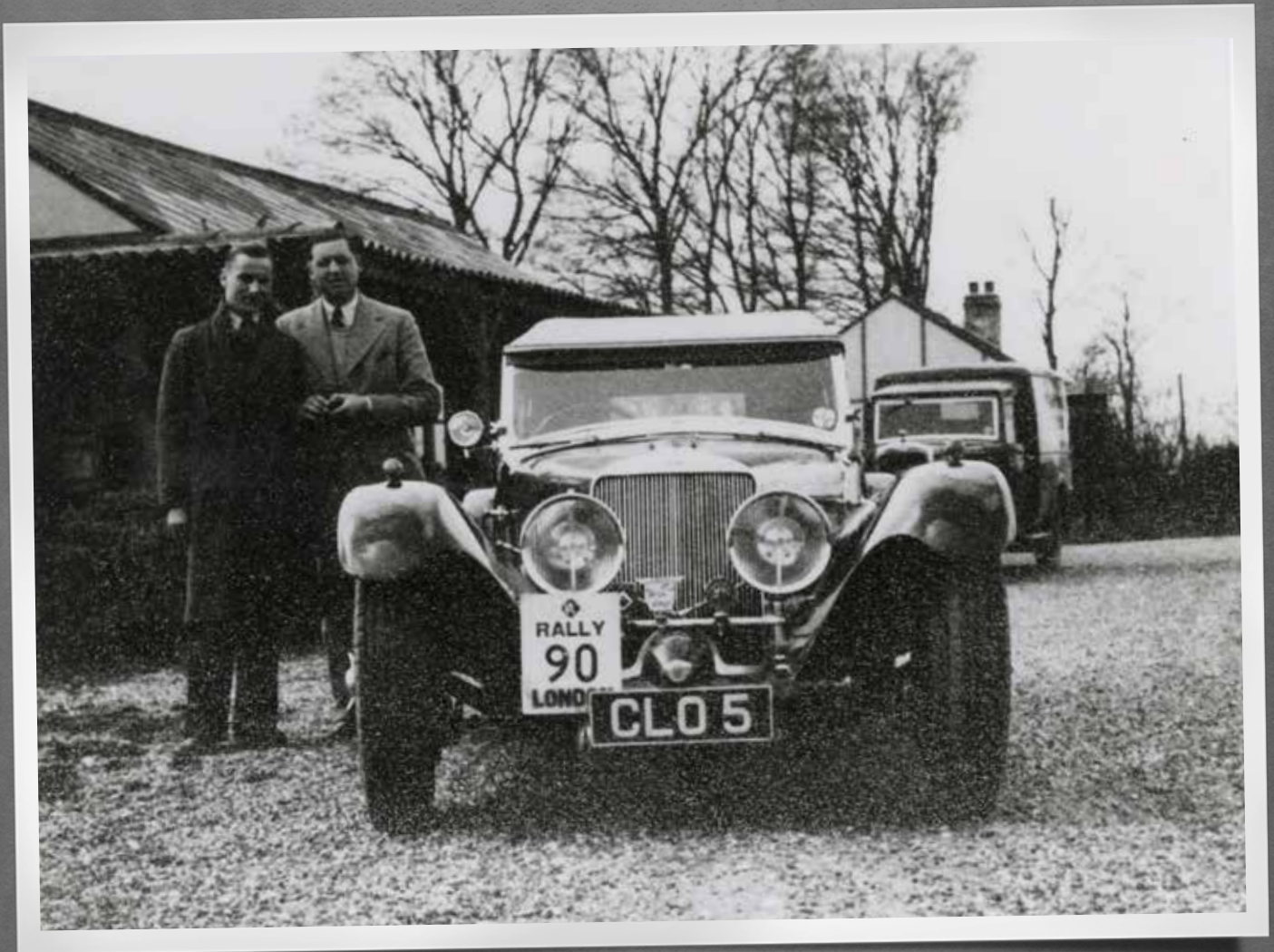


'Few cars have generated more interest from a tiny production figure than the Squire. It was conceived by a young Englishman, Adrian Morgan Squire (1910-1940), who had worked out the basic design of the car, even issuing a 6-page catalogue, while still at school.' – *The Beaulieu Encyclopedia of the Automobile*.

Adrian Squire was only 14 when he outlined the specification for his lightweight 1½-litre two-seater tourer. And there it might have ended had Squire been just another daydreaming teenager. Made of sterner stuff, he set about forging a career that would enable him to bring his dream to fruition. In 1929 he was briefly apprenticed to Bentley Motors before moving on to work for MG, and only two years later felt confident enough to set up on his own, aged just 21.

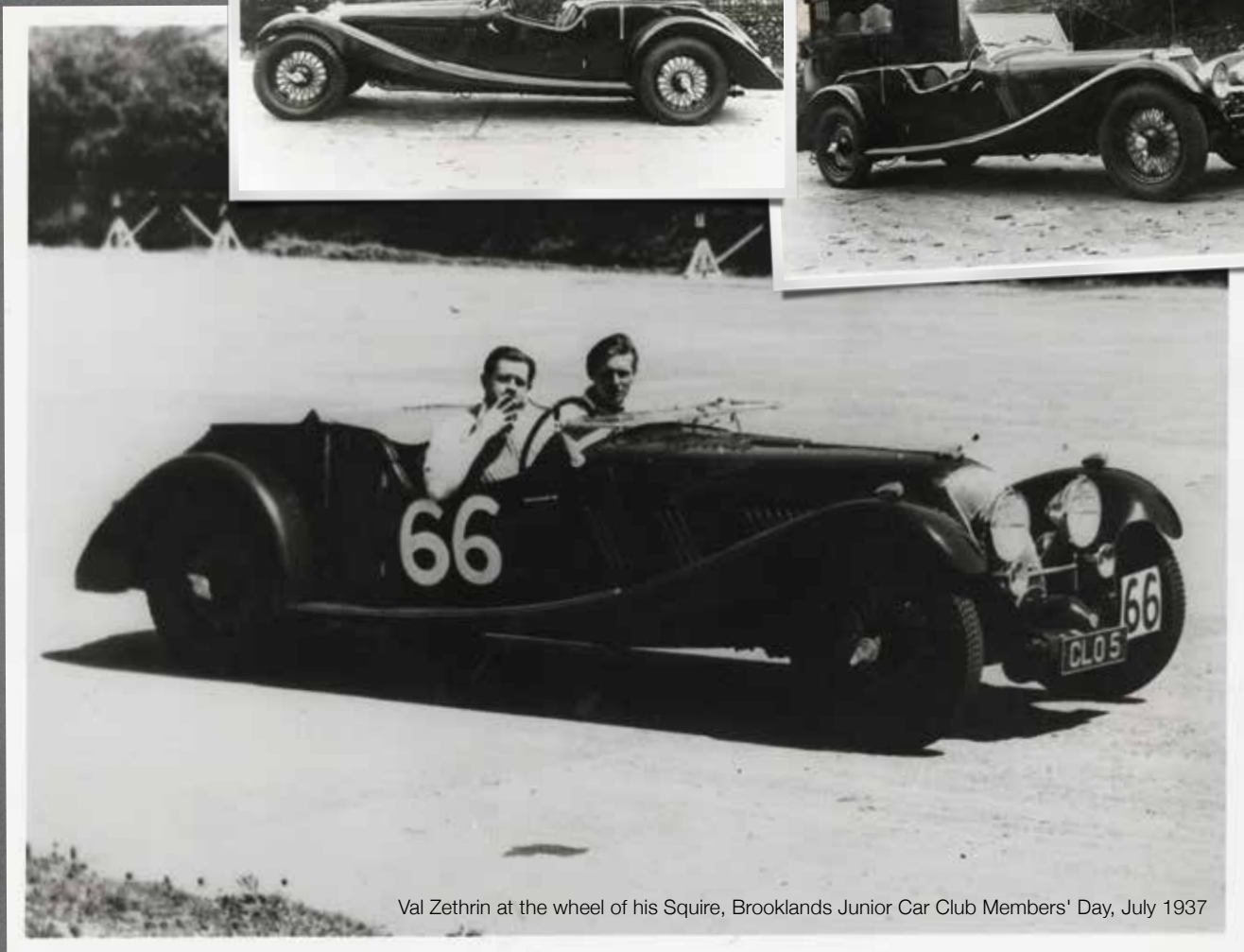
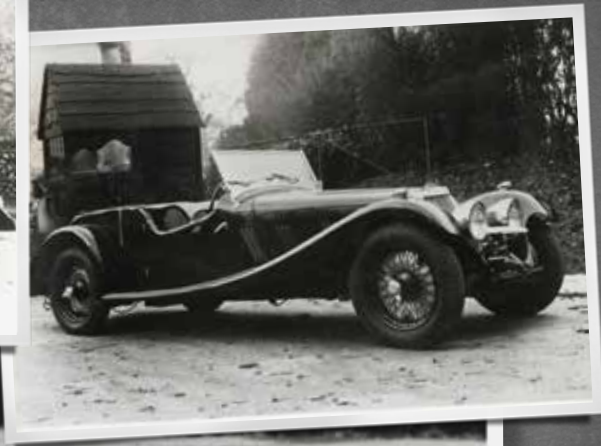
Squire was fortunate to have a wealthy friend, Sherman Stonor, later 6th Baron Camoys, who was willing to provide the necessary financial backing. They were soon joined by two additional investors: Jock Manby Colegrave and Reginald Slay, setting up Squire Motors Ltd in 1931. Squire Motors sold, repaired, and tuned sports cars, and it was not until 1934 that a separate enterprise, the Squire Car Manufacturing Company Ltd, was incorporated to build what Adrian believed would be one of the finest British sports cars ever produced.

Like George Brough of Brough Superior motorcycle fame, Adrian Squire succeeded in creating a class-leading product constructed almost entirely from bought-in components. In Squire's case the foremost of these was the 1,496cc four-cylinder twin-overhead-camshaft engine, designed by Douglas Ross and built by British Anzani, which nevertheless was badged as a Squire.



Val Zethrin and his Squire, 'CLO 5', at the car's competition debut, RAC Rally, March 1936





Val Zethrin at the wheel of his Squire, Brooklands Junior Car Club Members' Day, July 1937

Fed by a David Brown supercharger, the Anzani motor produced its maximum of 110bhp at 5,500rpm, an increase of some 40 horsepower over the un-blown version. A Wilson four-speed pre-selector gearbox was used, its 1st gear engagement band serving as the clutch.

Chassis members were bought-in also, from John Thompson Pressings, Rubery Owen, and Mechans of Glasgow. The stiff cruciform-braced chassis was available in two wheelbase lengths (8' 6" and 10' 5"), the latter always of under-slung pattern, while the braking system consisted of Lockheed-actuated drums of Squire's own design. A massive 15½" in diameter, they could stop the lightweight Squire from 30mph in less than 10 metres, an astonishing achievement for the time.

Priced at £950 in chassis form, or £1,220 with Vanden Plas coachwork, the shorter Squire cost almost as much as the equivalent Alfa Romeo or Bugatti, while the long chassis variant was even more expensive at £975 (chassis) or £1,350 complete with drophead coupé body. Each car came with a guarantee that it had exceeded 100mph at Brooklands. After the first three Squires had been built, all in short chassis form, the first of the long-wheelbase cars was completed; this was '1501', the car offered here, which was ordered by Valfrid 'Val' Zethrin, a wealthy enthusiast who had inherited a family fortune made in the Swedish steel industry.

Zethrin had first encountered a Squire in 1935, spotting one of the Vanden Plas-bodied cars parked near the Regent Palace Hotel in London, though rather than use Vanden Plas, Adrian Squire's preferred coachbuilder, Zethrin chose to have his car bodied by Ralah of Merton, Surrey. Ralah supplied a four-seat tourer body, which was finished in maroon and trimmed in dark red leather.

Registered 'CLO 5' by the London County Council, Val Zethrin's car was one of three Squires entered in the 1936 RAC Rally, though he failed to finish. Interviewed for *Sporting Motorist* magazine in 1962, Zethrin revealed that he used the Squire for 'racing, rallying and plain ordinary driving', going on to state that (it) 'remains the safest car I have ever driven, having superb road holding and magnificent brakes'. Furthermore, he considered the handling superior to that of the short-wheelbase model.

Not surprisingly, given that it cost twice as much as an Aston Martin or Frazer Nash, the Squire found few customers, and what few purchasers there were consisted mainly of Adrian Squire's friends. To widen the potential market, a cheaper Markham-bodied 'Skimpy' model was offered in 1935, though it still cost £995. Reducing the price to £695 for 1936 had little effect, and in July of that year the Squire Car Manufacturing Company was wound up. By this time the firm had sold just seven cars: five short-wheelbase models and two on the long-wheelbase chassis.





Squire Motors continued in operation as a garage, while Adrian Squire moved on to Lagonda and thence to the Bristol Aeroplane Company. He was killed in Bristol during an air raid in September 1940.

But the Squire story did not end in 1936. Val Zethrin had been represented at the creditors' meeting and succeeded in buying the company's name and assets, which included sufficient parts to build two further short-chassis models. Of the nine Squires built, six of the originals survive together with both of the Zethrin-assembled cars.

Zethrin also took the opportunity to modify his own car, commissioning a bespoke aerodynamic radiator cowl from Serck to improve on the original exposed radiator. This was done in time for the Junior Car Club's Members' Meeting at Brooklands in July 1937, at which Zethrin won a one-lap handicap race at 87.5mph. Following an accident, Vanden Plas repaired Zethrin's Squire and at his request altered the wings to achieve a more enveloping profile. Later in 1937 Zethrin sold 'CLO 5', its next owner being a friend of his, Thomas Walker Gibson, chief engineer at the Sydenham Gas Works. Gibson took the opportunity to drive the Squire around Brooklands at 100mph prior to purchase.

During WW2 'CLO 5' was laid up at the premises of Gibson's employers in Forest Hill which, although a target for the Luftwaffe, miraculously came through the war unscathed. The Gibsons had previously used the Squire for continental touring and resumed this activity after the war's end, often travelling to France and Norway.

Thomas Gibson eventually sold the Squire around 1955, and the car is known to have passed through the hands of various motor traders before finding a new owner in the USA circa 1957.

In October 1959, the Squire was bought by Bill Comer of Lake Park, Florida, who did little with it, and on his death in 1974 passed to Walter Weimer of Washington, Pennsylvania. Weimer embarked on a restoration, reversing some of the changes made by Val Zethrin, which included removing the radiator cowl and returning the front wings to their original shape. The restoration made little more progress, and in the early 1980s Weimer sold the Squire to noted collector, Henry Petronis, who likewise did little with it.

Having changed hands, the Squire next appeared in public at Rétromobile, Paris in 2011 where it was spotted by the current vendor, a discerning collector. 'It had just been shipped over from the USA and last turned a wheel in anger at least 35 years before,' he recalled. 'Many years previously a restoration had started and then ceased. Paint had been removed.





The interior had had more than its share of rodent inhabitants, but I thought the car looked wonderful – a fantastic composition with a rakish body and that most beautiful radiator grille'.

Despite the passage of time and its many changes of ownership, 'CLO 5' turned out to be remarkably complete, the only significant items missing being the quick fillers for the radiator and fuel tanks, and the scuttle-mounted oil reservoir.

The new owner's guiding principal for the restoration 'was to retain as much as possible of the original fabric of the car as possible'. His in-house mechanic stripped down the Squire and supervised its restoration, the engine rebuild being entrusted to experienced Anzani specialist, Tim Abbott, while Cecil Schumacher overhauled the pre-selector gearbox. In the course of the rebuild, Tim Abbott incorporated various modifications aimed at eradicating the Anzani engine's known weaknesses, making improvements to the cooling system and valve gear, and reducing the mechanical clatter.

Early in 2013 the rolling chassis was delivered to Classic Motor Cars (CMC) of Bridgnorth, Shropshire. World renowned restoration specialists, CMC won the International Historic Motoring Restoration of the Year in 2011 for their work on the Lindner lightweight Jaguar E-Type. CMC allocated some tasks to specialist in pre-war cars, but most of the work was undertaken in house. Stripped of its panels, the ash body frame was rebuilt by Jarvis & Son of Neenton, Shropshire retaining as much of the original timber as possible.

CMC restored the body, straightening the chassis and fabricating a new radiator shell to replace the twisted original. Traces of the original maroon paintwork were found during the restoration, and these were used to determine the correct paint colour prior to the re-spray. The interior was re-trimmed in-house, by the man responsible for re-trimming the short-chassis Squire 'X103' in 2004, while a pair of replacement quick filler caps was fabricated using those on the surviving Lightweight Squire for reference. Having consumed 4,100 man-hours of labour, the restoration was completed in May 2015 and the owner declared himself 'delighted' with the result, which saw the Squire returned to the condition it would have been in when collected by Val Zethrin back in 1935.





Some four months after the project's completion, the rebuilt Squire made its public debut at the Royal Concours of Elegance held at the Palace of Holyroodhouse, Edinburgh, while in May 2016, 'CLO 5' was invited to the prestigious Concorso d'Eleganza at Villa d'Este, Italy where it received a 'Mention of Honour' in its class. Later that same year the Squire spent a week on display in the Rotunda at the RAC's headquarters in London.

As one would expect of a car of such historic importance, the Squire comes with an extensive history file, arguably the highlight of which is an extremely rare original Squire brochure. In addition, the file contains assorted correspondence, various magazine articles, period photographs, restoration invoices, a UK V5C Registration certificate, and a FIVA Identity Card. With the other eight surviving Squires all in either museums or the world's most esteemed private collections, and thus highly unlikely to be offered for sale in the foreseeable future, 'CLO 5' represents what for most collectors will be a genuine once-in-a-lifetime opportunity to own one of these fabulous cars. Exotic in specification, technologically advanced, historically important, extremely rare, and with in-period Brooklands history, this beautifully restored car represents everything the discerning collector could possibly wish for.

£650,000 - 750,000  
 €730,000 - 850,000





350

## 1953 BENTLEY R-TYPE 4½-LITRE COUPÉ

Coachwork by Abbott of Farnham

Registration no. RSL 310 (see text)

Chassis no. B135SP

- *One of only 16 Abbott-bodied R-Types*
- *Known ownership history*
- *Present ownership since 2007*
- *Well maintained*
- *Registered in the Netherlands*





As had been the case in pre-war days, Bentley's new R-Type could be ordered in chassis form for bodying by specialist coachbuilders, this example being the work of E D Abbott of Farnham, Surrey. After two prototypes had been completed, Abbott bodied 14 'production' cars, that offered here being the first. Of the remaining 13, one was fitted with automatic transmission and one was built with left-hand drive.

Abbott's R-Type was first introduced to the motoring public at the 1952 Earls Court Motor Show, receiving enthusiastic reviews. Indeed, one journalist even went so far as to claim it was 'the best thing at the show', despite the fact that H J Mulliner's officially sanctioned 'fastback' Continental was making its debut at the same venue!

Although not designated a Continental, right-hand drive chassis 'B135SP' was supplied with the shallower Continental-type radiator, lower (28 degrees) steering column, and higher-than-standard (12/41) axle ratio that enabled it to make optimum use of the Abbott body's reduced weight and superior aerodynamics. Accompanying copy chassis cards record the supplying retailer as Jarvis & Sons Ltd of London SW19 and the first owner as R R Burton Esq of Warsash, Hampshire. The Bentley was first registered (as 'SPK 1') on 12th May 1953 to Mrs Ethel Mildred Burton, presumably the purchaser's wife.

The car was back with Jarvis & Sons in September 1956 and remained in Hampshire passing to the second recorded owner listed in the original logbook, Fenwick Storage & Transport of Totton, Hampshire, on 30th July 1965. Three further owners are listed, the last of whom, James Adrian MacHarg, acquired the Bentley on 4th July 1969. In January 1972, while the car was still owned by Mr MacHarg, the engine was dismantled, rebuilt, and converted to 'Continental' specification by marque specialists Brunt's of Silverdale using a second-hand high-compression cylinder head (bill on file). According to the old-style V5 registration document on file, Mr MacHarg kept the Bentley until 27th November 2000, by which time it had been reregistered 'RVX 21'. Its most recent UK registration was 'RSL 310'.

The current vendor has owned the car since July 2007 and up to May 2019 had covered 4,362 miles in it. During the vendor's ownership the Bentley has wanted for nothing, as evidenced by servicing and maintenance invoices on file totalling in excess of €125,000. Finished in two-tone blue with light grey leather interior, this rare and desirable coachbuilt Bentley R-Type comes complete with fitted tool kit, an original owner's manual, and a substantial file of history. The car is currently registered in the Netherlands.

**£100,000 - 150,000**  
**£110,000 - 170,000**



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## 1991 FERRARI TESTAROSSA COUPÉ

Registration no. A4 TLP

Chassis no. ZFFAA17C000088379

- Rare UK-delivered right-hand drive model
- 26,425 miles from new
- Present ownership since 2015
- Comprehensive history file





Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied - styling devices.

A larger car than the 512BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand.

One of only a relative handful of its type produced in right-hand drive configuration, this superb example of the legendary Italian supercar was sold new by Roadfield Motors, Belfast and first registered as 'CIG 777' on 15th March 1991. The car was delivered in Bianco (white) with Blu Scuro (dark blue) hide interior and matching carpets. The accompanying Ferrari leather wallet contains the owner's manual, sales and service organisation booklet, warranty card, and service booklet, the latter stamped seven times between 1992 and 2003. The latest entry is dated 2015 when the cam belts were changed and a major service carried out at 26,263 miles by SB Race Engineering. Other documentation includes an old-style V5C in the previous owner's name; a New Car Order Form with bill for £92,053.53 dated 25th February 1991; Maranello Concessionaires Ltd parts sheets; assorted invoices for servicing and maintenance; and a quantity of expired MoTs and tax discs. Offered fresh from pre-sale servicing by Meridien Modena, Southampton, this quite exceptional Testarossa is presented in immaculate condition.

**£100,000 - 130,000**  
**€110,000 - 150,000**

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



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Property of a deceased's estate

## 1999 FERRARI 550 MARANELLO COUPÉ

Registration no. R7 FER

Chassis no. ZFFZR49C000114380

- Delivered new to the UK
- Right-hand drive
- Circa 25,900 miles recorded
- Extensive service history



Ferrari's 550 Maranello occupies a special place in the company's history, recognised in its naming after Ferrari's home town in northern Italy. Launched in 1996 the 550 Maranello was the first front-engined two seat coupé Ferrari had produced since the demise in 1974 of the 365GTB/4 Daytona. At its heart was a magnificent 48 valve V12 engine of 5,474cc, capable of producing 485bhp and a claimed top speed of 199mph.

Front end weight was neatly balanced by a rear six speed transaxle, with fully independent suspension controllable for normal or sports driving, complemented by speed-sensitive power-assisted steering. The tubular chassis was clothed with stylish aluminium bodywork styled by Pininfarina. But the Maranello didn't just look good from the top; underneath it had a sleekly profiled aerodynamic under tray to help boost road handling.

This right-hand drive 550 Maranello was delivered new to the UK and first registered on 28 May 1999. Acquired by the deceased vendor from Graypaul in April 2018, it is finished in Grigio Titanio with dark grey interior trim, all of which presents very well. Under the bonnet the car is also very tidy which is testament to the care it has received.

The mileage is stated to be 25,900 and the history file includes stamped Ferrari Service Books together with a spreadsheet summarising the car's service history by marque specialists (including the all-important cam belt service most recently carried out at 24,617 miles in July 2017), sundry invoices and a UK V5C.

**£70,000 - 100,000**  
**€80,000 - 110,000**

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## 1969 MORRIS MINI COOPER S MARGRAVE SPORTS SALOON

Coachwork by Wood & Pickett Ltd

Registration no. YYU 292H

Chassis no. KA2S6-1321285

- The only Mini Cooper S Mark II converted to Margrave specification
- Multiple celebrity owners
- 'Car of the Show' at the 2009 London-Brighton Mini Run
- Restored between 2010 and 2012



Wood & Pickett Ltd was founded in the early 1960s by Bill Wood and Les Pickett, both of whom had been employed until the late 1940s by Hooper & Co, one of Britain's leading traditional coachbuilding firms. Inspired by the success of Harold Radford's upmarket Mini de Ville, Wood & Pickett decided to specialise in converting Minis to similarly luxurious specification, calling their version the 'Margrave'. The latter featured a distinctive leather and walnut dashboard, leather or Dralon upholstery, and front/rear 'nudge' bars, while customers were able to choose from a wide range of extra-cost options. A number of senior staff defected from Radford to Wood & Pickett and the latter went from strength to strength, diversifying into conversions for other models, most notably the Range Rover.

Wood & Pickett's converted Minis, like those of Harold Radford, were much in demand from show business celebrities and 'creatives' of all kinds, as is the case with this Cooper S, which was sent to W&P when new for rebuilding to Margrave specification.

Its first owner was American sports car racer David Weir, the highlight of whose short career was a 4th place finish at Le Mans in 1971, sharing David Piper's Ferrari 512LM with Chris Craft. Weir was followed by celebrity hairdresser Leonard Lewis and then fashion photographer Clive Arrowsmith. Arrowsmith was succeeded by John Hammel, Paul McCartney's long-time personal assistant, while the Mini's next owner was Denny Laine, guitarist with the *Moody Blues* and McCartney's band, *Wings*.

Reinforcing the *Wings* connection, Arrowsmith was responsible for designing the cover of the group's *'Band on the Run'* album. We are advised by the vendor that this is the only Mini Cooper S Mark II converted to Margrave specification by Wood & Pickett. Specification highlights include a full leather interior, electric windows, and Minilite alloy wheels.

Restored between 2010 and 2012, this Cooper S had already been judged 'Car of the Show' at the 2009 London-Brighton Mini Run. Described by the private vendor as in generally very good condition, retaining its original interior, this rare and desirable Mini variant is offered with restoration invoices, current MoT, and a V5C Registration Certificate.

**£55,000 - 58,000**

**€62,000 - 65,000**



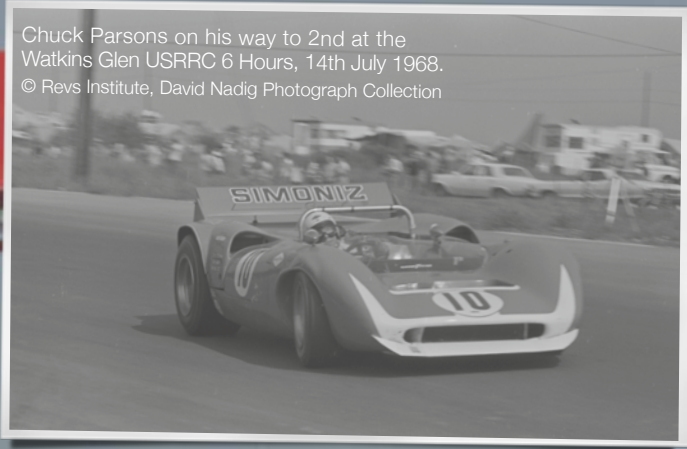
354

The ex-Chuck Parsons/Simoniz

### 1968 LOLA T70 MK III

Chassis no. SL73/128

- Offered with Can-Am Spyder body
- On the button and ready to race
- Front running car
- Great provenance and history known from new



Chuck Parsons on his way to 2nd at the Watkins Glen USRRC 6 Hours, 14th July 1968.  
© Revs Institute, David Nadig Photograph Collection



Chuck Parsons in the No.10 Simoniz Racing Lola at Bridgehampton, finishing 2nd in the USRRC series on 19th May 1968.  
© Revs Institute, Duke Q. Manor Photograph Collection





In the song from the 1955 musical *Damn Yankees* "*Lola gets, whatever Lola wants*", Eric Broadley had that hit song in mind when he christened his first sports-racing car built for customer sale the Lola Mark I. That little front-engined 1100cc sports-racing car proved itself more than capable of enabling its drivers to achieve their competitive aims, and through 1958 the Lola put the renowned Lotus 11 very much in the shade.

While the little Lola was incredibly pretty, its lightweight aluminium bodywork exquisitely well-proportioned, Broadley's new company – Lola Cars Ltd – went from strength to strength. By 1962 it was producing Formula 1 cars driven by legendary seven-times Motorcycle World Champion John Surtees, and in 1963 Broadley produced the compact, rear-engined Lola GT with American Ford V8 power to tackle the Le Mans 24-Hour race. That design – together with Broadley's services – were then snapped up by the Ford Motor Company as the foundation of its Ford GT programme for 1964. The objective being victory at Le Mans.

It didn't quite work out that way. Broadley did not settle well into the ways of a gigantic corporation, and into 1965 he reclaimed his independence. And one of his first new designs was the big, American V8-engined, Lola T70 sports-racing car based upon the kind of aluminium-skinned monocoque chassis he had spent months trying to persuade Ford to adopt, instead of their GT design's heavy steel-skinned tub.

The Lola T70 followed the tradition established by Broadley's initial series of Mark I cars, in that its body design was sleek, streamlined, beautifully proportioned – and utterly gorgeous. The initial Lola T70 Spyder cars used Ford and Chevrolet V8 engines and contested contemporary FIA International Group 7 'unlimited-capacity sports-racing car' events, initially in the UK but very quickly within the USA. Lola's racing programme was spearheaded by the quasi-works Team Surtees organisation, with drivers John Surtees and Jackie Stewart contributing enormously to the sleek new design's development. Into 1966 John Surtees would win the inaugural Can-Am Championship title in the US and Canada in his spearhead Lola-Chevrolet T70. In 1967 a closed-cockpit Coupe version emerged as the initially Aston Martin V8-engined Lola T70. The design would be further developed into 1968-69 with the T70 Mark III in both open Spyder and closed forms. Lola T70s contested both the Can-Am and FIA World Championship endurance races, plus innumerable US Road Racing Championship, Nordic Cup and British and European Championship events over several seasons.

The most attractive T70 now offered here dates from 1968, and it is presented complete with two alternative body sets, one the closed-cockpit Coupe form and the other the open-cockpit Can-Am-style Spyder.





Chassis 'SL73/128' originated as a Mk III Spyder, built to the order of American Lola importer Carl Haas Racing. It was delivered new on February 16, 1968, fitted with an Al Bartz-prepared 365 cubic inch - 6.0 litre - Chevrolet V8 engine.

The car was entered by Haas for experienced American driver Chuck Parsons. It was sponsored by the Simoniz car polish company and finished in their eye-catching bright-orange livery. Chuck Parsons campaigned the car in the 1968 United States Road Racing Championship, finishing fourth at Riverside, California, that April; fourth again at Laguna Seca in May; followed by a sixth at St Jovite in Canada; then a fine second at Kent, Washington in June, behind his young Haas team-mate Skip Scott. In July at Watkins Glen only Mark Donohue's Penske-entered McLaren M6A could beat Parsons in 'SL73/128', as the Haas driver took another second place. Parsons and Skip Scott then co-drove the sister Haas-entered T70 Spyder to win the major Road America 500-Mile race at Elkhart Lake. Chuck Parsons placed third in that year's USRRRC title chase.

'SL73/128' was sold to former McKee Mark 7 privateer Bob Nagel of Bethel Park, Pennsylvania, who had a big-block 427cid (7-litre) Ford V8 fitted.

The car was repainted in Thermo-King white and blue livery, and Bob Nagel was able to contest the September 1968 Can-Am round at Bridgehampton, NY, in it before winning his first two 'club races' at Virginia International Raceway and St Jovite. He campaigned the car widely in SCCA and Can-Am races through 1969-70. He won two Virginia National Cups in 1968-69, and two Vandagraft Cups at Cumberland, 1969-70. He also qualified in three consecutive years for the SCCA Champions Run-Offs, 1968-70.

In December 1970 Bob Nagel sold the ageing Lola to aircraft engineer and enthusiastic SCCA club racing driver – and fellow Pennsylvania resident - Gene Fisher of Carlisle, PA. In his hands the car qualified for two further SCCA Champions Ruff-Off meetings in 1971-72 in what has been described as "...a unique achievement for any T70".

The car returned to the UK in 1974, acquired by dealer/racer Stephen Langton and Fred Bray and, in 1976 – unraced by them – it was acquired by writer/historic racer Ray Potter. He ran it quite widely before selling it to leading Historic racing exponent Nigel Hulme in 1980.

'SL 73/128' tackles La Source at the Spa Six Hours, September 2009  
© Jeff Bloxham



Hulme campaigned the car for three seasons in Ford V8-engined Spyder form before converting it into Lola T70 Mark III B Coupe-bodied form and racing on for a further three seasons. In 1989 Nigel Hulme sold the car to renowned German collector Peter Kaus for display within his Rosso-Bianco Collection museum in Aschaffenburg, Germany. Kaus returned it to its original open-cockpit Spyder form, and it was preserved within his museum until it closed in 2006. Bonhams subsequently handled the Rosso Bianco dispersal sale and 'SL73/128' was offered at the BONHAMS Goodwood Revival in September, 2006, whereupon it was acquired by prominent Historic racer Shaun Lynn.

Lynn then had the car fully restored by respected T70 specialist Clive Robinson, and it re-emerged in the T70 Coupe form now presented here. The chassis was mildly adapted to allow the spare alternative Spyder body, also finished in Simoniz livery, to be fitted.

Alberto Francioni then bought the Lola from Shaun Lynn and ran it successfully at CER1 events and here at the Goodwood Festival of Speed. The current owner bought '128' from Francioni's estate in 2014 and since competed in numerous events including the Spa 6-Hours, Master Historic Championship at Silverstone, the Brands Festival and Peter Auto at Imola.

The engine – built by Mathwell and producing 500 bhp (dyno sheet available) – is still fresh with just a few hours running time. Furthermore every relevant component has been checked and crack-tested. Maintenance and race-prep has been on a 'money no object' basis. It is therefore no surprise that '128' has been a front-running entry at the Masters Historic Proto championship, the Peter Auto CER1, and Classic Le Mans. It has achieved a 1st, 2nd, and been a consistent top five finisher.

The Lola comes with new HTP papers, a large race file (set-up specs, lap times etc), and numerous invoices are included. A spares package is also offered with the car, including magnesium wheels (including a new set), tyres and other race related items. Please enquire with the office for an inventory.

Today it merits the closest consideration as we offer a Lola T70 with such unbroken history and detailed provenance; in ready to race condition and maintained to the highest standards; with an impressive spares package; plus the added cachet of being offered with both alternative body styles. Who wouldn't want to race in coupe form at Le Mans Classic and then Can-Am Spyder form at Laguna Seca.... It is indeed a mouth-watering opportunity.

**£350,000 - 450,000**  
**€390,000 - 510,000**

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



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**1939 LEA-FRANCIS 12.9HP  
SUPER SPORTS ROADSTER**

Coachwork by Corsica

Registration no. FXN 602

Chassis no. 129

- One of only three Corsica-bodied Super Sports built
- Known ownership history
- Professionally restored
- Fewer than 500 miles covered since completion in 2013
- Eligible for a wide variety of historic motoring events



Despite having produced one of the finest small sporting cars of the late Vintage period - the 12hp P-Type - Lea-Francis was making a loss by the decade's end and went into receivership in 1931. Production continued at a trickle for the next few years before Lea-Francis re-emerged under new ownership in 1938, offering a pair of overhead-valve, twin-cam engined models designed by Hugh Rose, formerly with Riley. Built up to a specification rather than down to a price, the new models re-established Lea-Francis as purveyors of quality motor cars to those who preferred individuality to the banality of mass production.

The car offered here, chassis number '129', is one of only three Super Sports models bodied by Corsica. Based in North London, Corsica had been founded by Charles Henry Stammers, his brothers-in-law Joseph and Robert Lee, and Albert Wood. From premises in Corsica Street, Highbury they moved to Pentonville and then to Cricklewood. Specialising in quality makes, Corsica bodied numerous Bugattis and also chassis from Bentley, Daimler, Isotta Fraschini, and Mercedes-Benz. Corsica was a relatively small firm that allowed clients considerable freedom in determining their cars' final appearance – surely the ultimate in 'bespoke' – an approach that endeared it to wealthy sporting motorists.

Offered in 12hp (1.5-litre) and 14hp (1.6-litre) forms, the Lea-Francis chassis was constructed from channel section steel and came with a conventional four-speed gearbox as standard, a Wilson pre-selector type being optional. Pre-war road tests of a 14hp saloon recorded a top speed of 72mph.





Chassis number '129' is the second of three Corsica-bodied cars in a series of four Super Sports models, the first of which (chassis '52') had been commissioned by motor dealer Charles Follett, one of the newly reconstituted company's directors, and bodied by Carlton. '129' was originally commissioned by W G Iliffe of Ightham, Kent, a member of the eponymous publishing family. It is not known how long Iliffe owned the Lea-Francis, but the car was registered to one Kenneth Bedford on 28th June 1958 and was pictured in London in the spring of 1960 (see photograph on file). The accompanying old-style continuation logbook lists the next owner as John Allan Rayfield (from 17th February 1965). By 1977, while still owned by Rayfield, the car had been dismantled.

This ultra-rare Corsica-bodied Super Sports owes its continued existence to Lea-Francis enthusiast Frank Delaney, who rescued it from dereliction in 1982. Having acquired the Lea-Francis, Frank Delaney began the lengthy process of researching its original specification and finding any missing parts. By 2004 he had decided that if the project were ever to come to fruition it would have to be entrusted to a specialist. David Royle of Darlington commenced the restoration, which was later taken over and completed by The Carrosserie Company in nearby Barnard Castle.

The accurate restoration of low-volume coachbuilt cars is always somewhat problematical, particularly with regard to the interior trim, but fortunately Carrosserie were able to photograph the Corsica-bodied Super Sports belonging to Lea-Francis Owners' Club chairman, Allan Lupton, as a guide to authenticity.

Sadly, Frank Delaney's poor health eventually forced him to find a new custodian for the car, which passed to the current vendor. In February 2013, Frank got the opportunity to enjoy the completed Lea-Francis, albeit from the passenger's seat. A little while later the remarkable story of '129' and its saviour was featured in *The Automobile* magazine's April 2013 edition (copy available). Fewer than 500 miles have been covered since the restoration's completion in 2013. Accompanying documentation includes the aforementioned logbook, sundry bills, a V5C document, and the aforementioned magazine article.

Presented in generally excellent condition, '129' represents an exciting opportunity to acquire a rare and desirable Lea-Francis sports car eligible for a wide variety of historic motoring events.

**£90,000 - 140,000**  
**€100,000 - 160,000**



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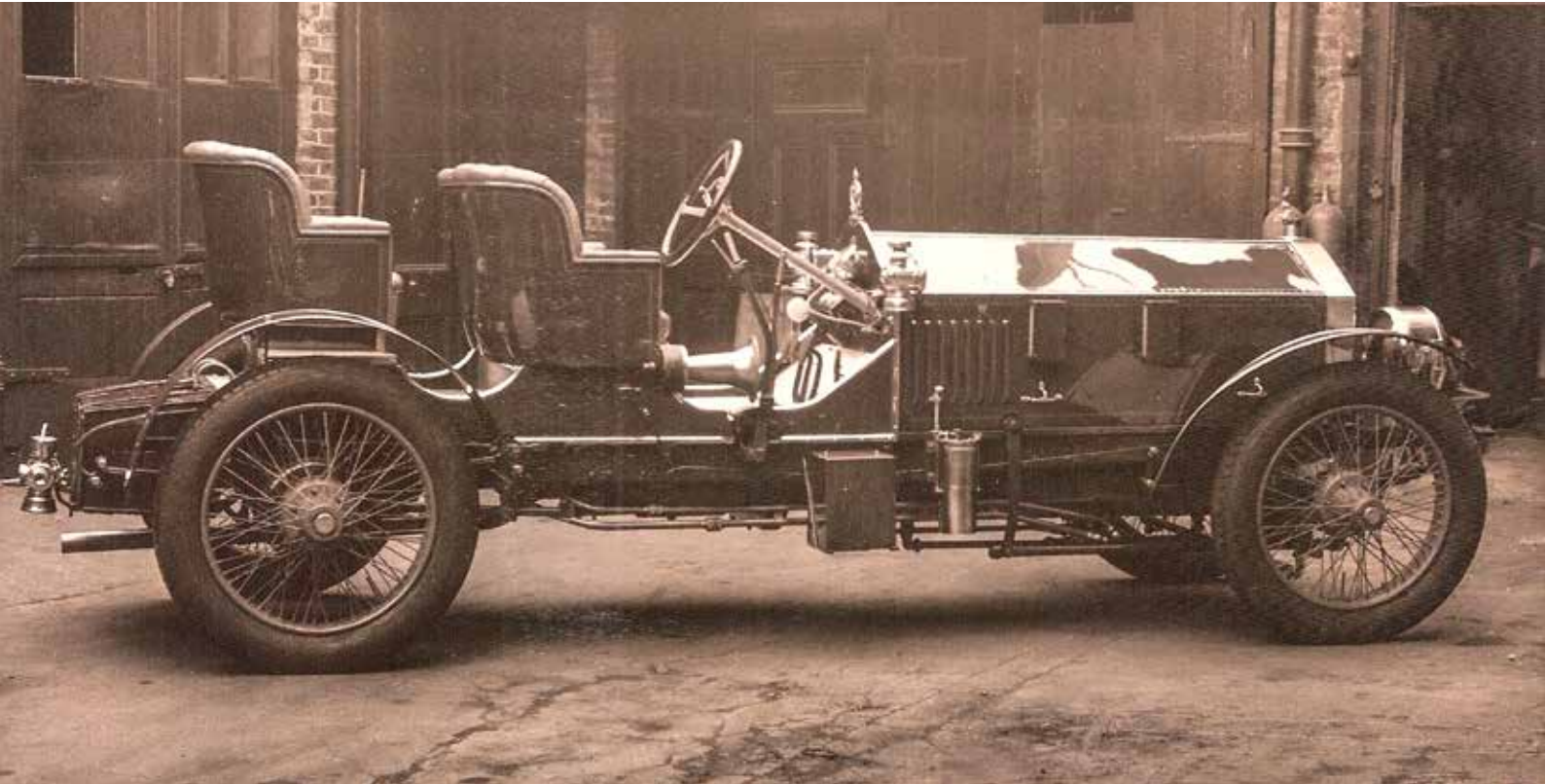
*The ex-Douglas Fitzpatrick*

## **1907 MÉTALLURGIQUE-MAYBACH ZEPPELIN AIRSHIP-ENGINEED EDWARDIAN THREE-SEATER**

Registration no. MM 1907

Chassis no. 577

- One of the World's greatest cars
- Very rare Maybach-Zeppelin airship engine
- Five owners from new in 112 years
- Defining VSCC motor car
- Class Speed record holder
- Drives and handles like a modern motor car



Here we at Bonhams are honoured to offer to the market, for the first time in 30 years, one of the most iconic pure-enthusiast cars ever to have featured within the British register. It is one of the longest-lived aeronautical-engineered motor vehicles, preserved for over a century. And - indeed - this ex-Douglas Fitzpatrick Metallurgique-Maybach has survived as an awesome Edwardian-era car of the most stupendous presence and majesty.

It also became - during the late Mr Fitzpatrick's long ownership - one of the most iconic of all early cars to grace race, sprint, rally and hill-climb events organised by the standard-setting British Vintage Sports Car Club. And this stupendous machine is absolutely in the motoring monster tradition of Count Zborowski's contemporary '*Chitty-Bang-Bang's*', and of both the gigantic Land Speed Record-breaking Fiat '*Mephistopheles*' and the 200-horsepower '*Blitzen*' Benz.

Before World War 1, Metallurgique was a high-quality Belgian motor manufacturer. This surviving example of their fine work began life in 1907 - as confirmed by its Veteran Car Club dating certificate, number 656, preserved in the documentation file which accompanies this Lot. In original form this Metallurgique was a special 60/80hp model, fitted with 'a mere' 10-litre, 100-horsepower engine, and apparently intended for national record-breaking. Quite unusually for large-engine cars of that period it featured modern shaft-drive to the rear axle, rather than chain-drive.

For record-breaking - or competition use of some similar kind - it featured a specially high-g geared back-axle ratio, and it was acquired reputedly by one-time British Land Speed Record holder Ernest Eldridge - that great enthusiast for massively-powerful, big-engine record cars who would create the Fiat '*Mephistopheles*' for his successful Land Speed Record attempt in 1923.

Ernest Eldridge is believed to have sold the Metallurgique - apparently only capable of 99 mph - to Messrs Cole and Tillet, who in 1919 decided its 10-litre engine was inadequate for their needs. They decided to lengthen the chassis, likely with Eldridge's engineering input, to accommodate this enormous German 1910 21-litre Maybach Type AZ 6-cylinder engine.

Wilhelm Maybach, was the "King of Designers" and "Father of Mercedes", and the stated purpose of his new company (Luftfahrzeug-Motorenbau GmbH, based in Bissingen, Germany) was "the construction of engines for airships". This came about through the co-operation between Graf Ferdinand von Zeppelin and Maybach. In 1910, the first airship fitted with this Type AZ engine (designed by son Karl Maybach), was the incredible Zeppelin LZ6. The engine had a superb power-to-weight ratio and was designed so that pistons, cylinders and valves could be replaced easily during flight when the engine was switched off. The subsequent LZ10 "*Schwaben*" powered by three AZ engines carried passengers on scheduled flights from 1911.



With wings and seats removed 'La Met' battled Ronald 'Steady' Barker's Napier (and a group of replicas) for Ken Hughes' film *Chitty Chitty Bang Bang*.

Even in its early form, the AZ developed 195bhp at 1,350rpm and was continuously rated for 180bhp at 1,200rpm. Surviving Zeppelin Maybach engines are in their own right incredibly rare, and to have one in good running order and with an almost continuous history, is probably unique.

Following the Maybach engine's installation and initial use in 1919, the car slowly fell derelict over time in Mr Cole's premises at Brundall, near Norwich, where it lay until rescued in 1950 by local enthusiast Douglas Fitzpatrick, scion of the Sheringham Estate on the north Norfolk coast. He would recall, during his school-days in the 1920s: "...a motoring enthusiast friend of my father telling me about racing cars - and how early racing engines were *really* engines....'You could step inside a piston ring of some of these racing cars and draw it up to your waist', he said..."

"This idea just fascinated my impressionable mind..." he admitted, before going on to describe how his first sight of such a car, "...Sam Clutton's 12-litre Itala" - sold by Bonhams in 2012 for £1.74 million- was wonderful ..." - and when VSCC leading light Mr Clutton let him drive it "...sheer torque instead of building-up engine revs..." utterly captivated him, and as he admitted "...there is a fascination in the instantaneous response of the car to the slightest rev increase of the engine. I stepped out of the Itala more sold on Monsters than ever..."

One day in April 1950 he took a telephone call "...from a local farmer who knew about my interest in Veteran cars. There was a very rum-looking car in a shed in some property he had just acquired, and was I interested? I wasn't prepared for the sight when he opened the door of the shed. I looked in...and saw - The Monster. It had a magnificent, long, flat, much-riveted bonnet...an ugly two-seater body...I opened the bonnet. It was a splendid sight. Six of the largest cylinders I had ever seen...an enormous spoked fly-wheel...a handsome aluminium gearbox of huge dimensions...". Its tyres were beyond use. The Monster could not be towed. Mr Fitzpatrick had it delivered to his home by lorry.

He "...soon discovered that the abundant stamping of MM on every likely spot meant it was a Metallurgique from Marchienne in Belgium. Raymond Wright - son of the marque's pre-First World War UK importer - then identified it as having an essentially 1907 60/80hp chassis. The Maybach company in Germany confirmed the engine as being "...a proprietary unit they manufactured between 1910 and 1912 for use in motor boats, airships or for other 'special purposes'...". The number 30 is likely to indicate the first year of production.

Douglas Fitzpatrick continued: "I traced the previous owner to being a Mr Cole...it had been his brother's car, and he had died in 1920 soon after replacing the engine...". It appears that the Coles ran the *Eastern Daily Press* newspaper and that the car had been bought for the son-in-law of one of the brothers.





Irrespective, it had been acquired from the late E.A.D. Eldridge and the engine had been changed in 1919, its replacement by the 21-litre Maybach unit requiring chassis lengthening ahead of the dash bulkhead by some 18 inches. Yet it remained relatively compact - the chassis even now "...having only a 10 1/2-feet wheelbase..."

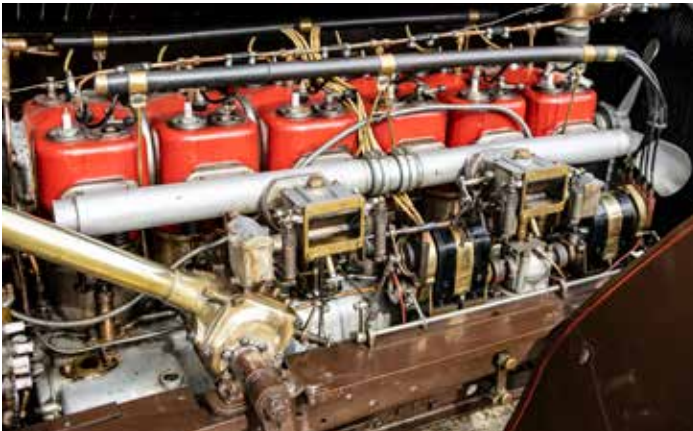
Upon total strip-down the car appeared to be in generally excellent mechanical condition, apart from the crown wheel and pinion. In 1953 Mr Fitzpatrick was introduced to engineer Ken Fantom, and by 1955 a new CWP had been completed and the rear axle reassembled. "In the meantime La Met had found her way to Panelcraft Ltd in Putney" for a new body to be fitted aft of the bonnet and dash which were retained "...being things of beauty". Panelcraft, fitted a new floor and three handsome bucket seats, the rearmost being "...mounted on the 10-gallon oil tank, engine lubrication being by dry-sump..."

Douglas Fitzpatrick's account continued: "One Sunday morning in November 1955, under the enthusiastic guidance of Mr H.S.Fry of Panelcraft, La Metallurgique was pushed out onto the deserted Putney High Street. Deserted, that is, save for a few VSCC members who had come to witness the wakening of the Monster after its 35 years' slumber.

"After a tow to the top of Putney Hill...the car was pushed down the other side, with me on board wondering what was going to happen. I let in the clutch, there was a roar, and I was off.

"Unless one has experienced the seven-league-boot sensation of this type of car it is difficult to imagine what a take-off is like, even in second gear. Second (2.5:1) represents 41mph per 1,000rpm, which is far higher than the top gear of any car except another Monster. The big engine has only to accelerate from, say, 300rpm to 900rpm, which it can do practically instantaneously, while the drag of the car makes no apparent difference and as even in second gear it is propelled eight feet forward per explosion one feels just hurled along.





"I turned her around outside the KLG factory and up the hill again at a fast tickover in an astonishingly quiet third gear (1.7:1), and then drove home to Norfolk...

This impressive car's restoration included fitting the distinctive 1907-style 22-gallon radiator custom-made for him by Delaney-Gallay, and that unique three-seat body fashioned by Panelcraft Ltd. The side-valve 21-litre Maybach engine was said to deliver 195-horsepower - and the great car's 1950s gearing offered speeds per 1,000rpm engine revs of 20mph in first gear, 41mph in 2nd, 60mph in 3rd and 81mph in top. At the rated 1,350 rpm the car is travelling at 110 mph and in a 1966 report, Mr Fitzpatrick reckoned his Metallurgique was capable of 120mph" (see file).

When Bill Boddy of *Motor Sport* magazine experienced this magnificent machine in 1957 he wrote: "Riding on this Metallurgique is to put the clock back to an age long past... When 85mph from an E-Type Vauxhall 30/98 was the peak of motoring, imagine being overtaken by a car doing only a little over 1,000rpm!..."

He continued: "When really motoring Mr Fitzpatrick goes up to a daring 1,300rpm..." (he later claimed to take it up to 1,400 rpm!) "...and after cruising at a lazy 80-90mph we essayed some acceleration figures..." - which recorded 0-60mph in 11.7seconds, and 0-80mph in 21.8 seconds. The standing-start quarter-mile was covered in 17 seconds - at a time when the production Jaguar XK140 sports car took 17.4secs to cover the same distance from a standing start...

In 1980 writer Doug Nye sampled 'La Met' for the American *Road & Track* magazine, extolling "...the type of high-speed cruising any classic car enthusiast can appreciate - like 9mph per 100 - yes 100 - rpm in top gear". Douglas Fitzpatrick told him that more recent research suggested that Eldridge had actually acquired the great car either just before or perhaps during World War 1 from the estate of none other than David Bruce Brown, America's greatest Grand Prix driver of the Edwardian era. Bruce Brown had been the youthful winner of the 1910 American Grand Prize race at Savannah, Georgia, in a giant Benz, and won the race again for Fiat in 1911. He also led the 1912 Grand Prix de l'ACF ('the French Grand Prix' itself) at Dieppe in a Fiat, but tragically lost his life in one of the cars during practice for that year's US Grand Prix race at Milwaukee.





'La Met' at the start of the 1909 British Grand Prix during the opening scenes to *Chitty Chitty Bang Bang*.



Behind that 54-inch long, 24-valve 6-cylinder engine with its eccentric fuel pressure, and oil pressure and scavenge pumps on the right-hand side lurks the massive vaned flywheel and clutch assembly. A short propeller shaft, drives to the centrally-slung gearbox, another short prop-shaft then powering the massive back axle with vast centre casing for that tall crown-wheel and pinion assembly. The car has 14-inch drum brakes, a transmission brake but no front-wheel brakes as was common in period.

Through 1956 into 1957 Douglas Fitzpatrick corrected the inevitable teething troubles within his restored Monster before - over the following 35-plus years - La Met rumbled on to complete tens of thousands of road miles virtually trouble-free, cared for by his resident German mechanic Gerry Majewski. "She has been hill-climbed, sprinted and circuit-raced, and still holds a current FIA Class A standing-start 500-metre world record, in the over-10-litre class....". The car can be seen online in fascinating older Pathe News clips of 1957 and 1967, and fittingly is featured in the opening racing scenes of the classic 1968 film, *Chitty Chitty Bang Bang*.

Most significantly, Mr Fitzpatrick also took 'La Met' touring extensively throughout Europe, venturing as far afield from Sheringham as Athens, Greece - and all without a scrap of weather protection. He would say "It's just like motor-cycling". Some motor-cycle...

For many years the 21-litre Maybach engine breathed through a pair of 2-inch SU carburettors, latterly replaced by two massive as-original Brooklands 'rat-traps'. Its six huge cylinders are each individually water-jacketed, and are clamped to a massive aluminium crankcase. Each cylinder has a T-shaped combustion chamber, with two inlet valves to one side, two exhausts to the other. Their respective springs, tappets and pushrods are exposed beneath the heads on either side. Bore and stroke are a touch over 160mm x 170mm, roughly 6.3 x 6.7-inches.

The great car is stark and rakish at first sight but has beautiful patina with its deeply quilted leather upholstery worn and its woodwork weathered. Mr Fitzpatrick always insisted that 'La Met' is really quite a small car, 188-inches in length, on that 130.8-inch wheelbase, with front and rear tracks of 59-inches and 60-inches, and standing just over 60-inches tall. It scales around 1.8 tons, distributed virtually 50/50 front to rear.

Major articles on this great car appeared in *The Autocar* of 8 June 1956, *Motor Sport* January 1957, *Motor* 26 December 1964, *Road & Track* February 1980, *Collectors Car* July 1981, and more recently *Classic & Sports Car* November 2015. Copies of all these and much more are preserved in the accompanying documentation file.





Mick Walsh of C&SC made it his "Best Drive of 2015", noting "The buzz from fulfilling a long-held ambition to drive the car lasted for weeks", while the late 'Steady' Barker claimed that "...commanding the Maybach-powered beast was one of his greatest motoring experiences".

Available with the car are various spares, including wooden casting patterns for the individual cylinder blocks, a steering box, two stub axles and three 880 x 120 mm wire wheels previously fitted, together with some other original paperwork. These can be collected by arrangement with the vendor, who is ready to help the new custodian if required.

No stranger to Goodwood, 'La Met' made its first appearance in the 1996 Cartier Style et Luxe concours, then featured in the following year's Hill Climb, reappearing there most recently in 2015.

Lauded, and recently described as "one of the world's greatest cars", it is hardly surprising then that this magnificent Metallurgique-Maybach became one of the British Vintage Sports Car Club's most illustrious and iconic feature machines throughout multiple decades.

In current ownership, it has received constant care, and earlier this year received some additional mechanical and cosmetic attention. It has been carefully prepared prior to sale by a highly respected restoration company, with any repairs and refurbishment required carried out to a high standard. Extensive details are in the accompanying car file. With a current MoT and taxed, the car is very much in a state to continue its stellar career. A video of the car being gently enjoyed on the road in late April this year can be found at <https://youtu.be/1BOiyB0YF2I>.

For the past 30 years the current vendor has maintained 'La Met's' hyperactive lifestyle in the frequently-competing VSCC manner of which the great car's original saviour Douglas Fitzpatrick would surely have approved.

With the earliest surviving, fully functioning Maybach-Zeppelin engine beating at its heart, the Metallurgique-Maybach is a unique, utterly iconic feature of not only the British Edwardian, Historic and Vintage landscape, but also of the global treasury of meaningful motor cars.

**£800,000 - 1,000,000**

**€900,000 - 1,100,000**



357

**1972 FERRARI 365GTC/4 BERLINETTA**

Coachwork by Pininfarina

Registration no. EKR 75K

Chassis no. 15623

- One of only 500 built
- Left-hand drive
- Fully restored by Joe Macari (official Ferrari workshops) classics in 2014
- Concours condition
- Ferrari Classiche Certified







'Each new Ferrari model brings some noteworthy advance over previous ones. The GTC/4's is mechanical refinement. Less mechanical thrash comes through from the engine room than in any previous Ferrari, and the controls are smoother and lighter than ever, making the car deliciously easy to drive well. And the lack of mechanical clatter does not deprive us of entertainment; there's just the right amount of purr from the four tailpipes, and when working hard in its upper rev range the engine sings the familiar and beautiful V12 song.' - *Road & Track*.

A short-lived interim model that bridged the gap between production of the 365GT 2+2 and 365GT4 2+2, the 365GTC/4 was first shown at the Geneva Motor Show in 1971. A contemporary of the awe-inspiring Daytona, the 365GTC/4 used a similar chassis and a wet-sump version of the former's 4,390cc four-cam V12 in a slightly lower - 320bhp - state of tune, which was coupled to a conventional five-speed gearbox rather than the Daytona's transaxle. Cylinder heads revised to accommodate side-draught carburetors enabled stylist Pininfarina to achieve an elegant, low profile bonnet line. 'In all, a graceful, clean and understated design with subtleties one discovers only by looking it over carefully. One might say this model is a Ferrari for the mature enthusiast,' observed *R&T*.

Altogether more civilised and easy to drive than the heavy Daytona, the rapid 365GTC/4 came with ZF power steering and servo-assisted brakes as standard, the option of air conditioning, and an especially luxurious interior featuring individual reclining front seats and occasional rear seats. In spite of the increasing emphasis on refinement, the 365GTC/4 gave nothing away to its rivals in the performance stakes, racing through the standing quarter mile in under 16 seconds on its way to a top speed in excess of 150mph. By the time the model was withdrawn in October 1972, production had totalled only 500 units, making the 365GTC/4 eminently collectible today.

The example offered here, chassis number '15623', was built for the US market in May 1972. The car left Ferrari's Maranello works finished in Oro Kelso with Beige Scuro leather interior, and was equipped from new with air conditioning, power windows, and a speedometer in miles. Its destination was William F Harrah's US West Coast Ferrari distributorship, Modern Classic Motors in Reno, Nevada. No details of its early ownership history are known, although '15623' was advertised for sale periodically in Ferrari Market Letter and other US journals.





On 10th October 2014, the Ferrari was first registered in the UK where it would be treated to a full 'last nut and bolt' restoration to concours standard by its new owner, Ferrari official workshops: Joe Macari, who retained the finished the car for his personal use. A detailed photographic record of the rebuild is on file, Refinished in grey "Catherine" metallic with matching leather interior, the Ferrari was displayed by Joe Macari at the London Classic Car Show at Excel in February 2016, and shortly thereafter, in May 2016, was sold to the current enthusiast vendor.

The sales invoice is on file and this stunning car also comes with a Massini Report and the all-important Ferrari Classiche certification. Wanting only a new custodian, '15623' represents a rare opportunity to acquire a superbly restored Ferrari 365GTC/4 in a particularly attractive colour combination.

**£270,000 - 330,000**  
**€300,000 - 370,000**







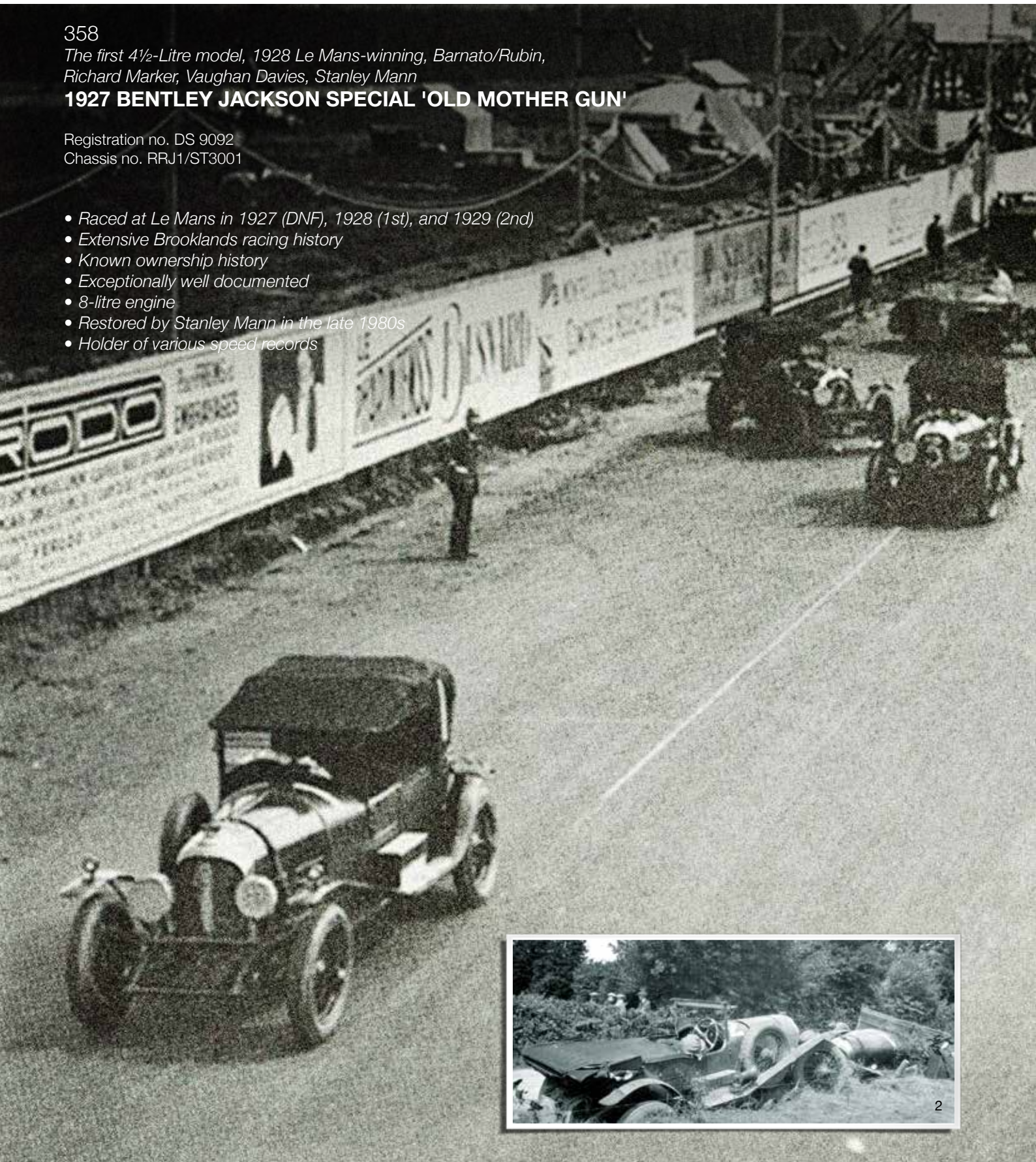
358

*The first 4½-Litre model, 1928 Le Mans-winning, Barnato/Rubin,  
Richard Marker, Vaughan Davies, Stanley Mann*

### **1927 BENTLEY JACKSON SPECIAL 'OLD MOTHER GUN'**

Registration no. DS 9092  
Chassis no. RRJ1/ST3001

- Raced at Le Mans in 1927 (DNF), 1928 (1st), and 1929 (2nd)
- Extensive Brooklands racing history
- Known ownership history
- Exceptionally well documented
- 8-litre engine
- Restored by Stanley Mann in the late 1980s
- Holder of various speed records





1

1 (main)  
'Old Mother Gun' ST3001 making its racing debut at the Le Mans 24 Hour race, 1927

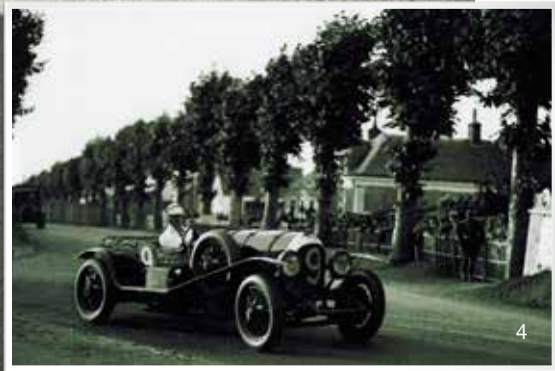
2  
During lap 35 while leading 'Old Mother Gun' was involved in the famous White House Corner crash, 1927

3  
Woolf Barnato and Bernard Rubin win Le Mans with 'Old Mother Gun,' 1928

4  
Jack Dunfee and Glen Kidston pilot 'Old Mother Gun' to second place at Le Mans, 1929



3



4

The first ever Bentley 4½-Litre off the Cricklewood production line, chassis number 'ST3001' was constructed in June 1927. It was completed with a Vanden Plas Le Mans-type body and delivered to Captain Woolf Barnato for use as a Bentley Motors team car. It was Woolf Barnato who gave 'ST3001' the nickname Old Mother Gun. Registered 'YH 3196', she made her debut at the Le Mans 24 Hour Race on 18th June 1927 carrying competitor number '1'. Driven by Bentley regulars Frank Clement and Leslie Callingham, Old Mother Gun broke the circuit record in only the second lap of the race, still with the convertible hood up. Unfortunately, she retired from the race after 35 laps while leading, having become embroiled in the infamous White House Crash that eliminated seven cars, including the entire Bentley team.

Following the Le Mans debacle in June 1927, there was a second 24-hour race held at the Circuit de la Sarthe on August 15/16th that same year, the Grand Prix de Paris. On this occasion Old Mother Gun was able to realise her full potential when, driven by Frank Clement and George Duller, she took the lead at the outset and held it unchallenged to the finish, finally winning by over 80 miles.

Old Mother Gun was back at Le Mans again for the 24 Hours Race in June 1928 as part of a three-car Bentley works team, and like its two stablemates was equipped with an additional large headlight fitted between the regular two. Its drivers were Woolf Barnato and Bernard Rubin. The Bentley team was no doubt hoping for a less dramatic outcome than they had experienced in 1927, but it was not to be. Frank Clement's car was forced out when the chassis frame cracked, disconnecting a water hose and emptying the radiator, and all seemed lost when the frame of Old Mother Gun, leading at the time, cracked in similar fashion with around 15 miles left to go. Despite having to slow down, Barnato hung on to take a famous victory, with the other 4½-Litre of Birkin/Chassagne in 5th place having been delayed by a lengthy wheel change. Old Mother Gun then received a replacement chassis, which was removed over the winter of 1928/1929 when Old Mother Gun was rebuilt on a new heavy-pattern chassis frame. OMG's second chassis was later used to rebuild the 4½-Litre 'MF3157' (Lot 332 in this sale).

In 1929, Old Mother Gun was campaigned once more at the 24 Hours of Le Mans. She was the only 4½-Litre entered that year, alongside the Bentley team's two 6½-Litre Speed Six cars. Victory went to the Speed Six Old Number One, while Old Mother Gun finished in 2nd place, driven by Jack Dunfee and Glen Kidston.

In 1929, only some four weeks after her last successful outing at Le Mans, Old Mother Gun was sold by Jack Barclay, London to Capt. The Hon. Richard Norton (6th Lord Grantley). In October of the same year she raced at Brooklands for the first time when Norton entered her in the 500 Miles Race; she was driven by Jack Dunfee, who had raced her at Le Mans. Norton also entered the car in the 1929 Tourist Trophy at Ards in Northern Ireland where it was driven by Hayes/Field, failing to finish on account of a collapsed wheel.

In 1932, Richard Marker was looking for a car that he could race in Brooklands, and bought Old Mother Gun from H M Bentley (W O Bentley's brother's company). She was still in her 1929 Le Mans guise at this time, and before Marker took her to Brooklands he had some fun competing at several rallies including the MCC London-Exeter Trial.

In 1932, Richard Marker decided to convert Old Mother Gun into a car more suited to the peculiar demands of the Brooklands track. He fitted a lightweight two-seater fabric racing body and fabricated an outside gear lever linkage. That body had previously been mounted on Tim Birkin's (Dorothy Paget's) 4½-Litre racing car, 'YV 7263', for the 500 Miles Race in 1931. With the exception of body and gear lever, Old Mother Gun was still much as raced by Bentley Motors at Le Mans in 1929. On her first race at Brooklands with Richard Marker, in 1932, she finished in 1st place in the Byfleet Lighting Long Handicap.

In 1934, Richard Marker obtained the 1½-seater streamlined body of the 1928 Barnato/Froy 3/4½-Litre race and record car, chassis number '1106', and fitted that body to Old Mother Gun, modifying it with some in-fill panels to fit the longer wheelbase. People started calling the car the Marker Bentley or the Marker Special.





6

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 RACING, WINDSO,  
 LONDON

Order No. 278      Sales No. CA.      Chassis No. S.L. 3001.  
 I, the undersigned, Capt. The Hon. Richard Norton,  
 residing at 62, King William Street, E.C. 4.  
 hereby declare having placed with JACK BARCLAY, LTD., the  
 following order:  
 Make and H.P. of Car 4½ litre Bentley Le Mans  
 Type of Body Open Sports 2-seater  
 Colour of Painting Green  
 Upholstery Green leather

	£	s.	d.
Price of Car or chassis, with standard equipment as per catalogue (Subject to any alteration in manufacturer's price before delivery)	1000	-	-
EXTRAS (not included in above price)			
By deposit	500	-	-
The balance to be spread over twelve months with the British Railway Traffic & Electric Co. Ltd.			
Balance	500	-	-

The above Car is required by me on the \_\_\_\_\_  
 I pay as deposit an amount of the purchase price of the above Car the sum of \_\_\_\_\_  
 which sum shall form part of the purchase money, if I duly complete this contract, but shall be retained to JACK BARCLAY  
 LTD. if I fail to do so.  
 If I do not take delivery and pay the balance of the purchase price of the Car before the date specified in this contract  
 despatch of invoice or of advice note to the effect that the Car is at my disposal, JACK BARCLAY LTD. shall be at liberty,  
 if they think fit, by notice in writing to determine this contract and the deposit shall be forfeited.

Name Mr Norton  
 Date 5th July, 1936.

5



7

On 14th March 1936, Marker and Old Mother Gun lapped the Brooklands outer circuit at an average speed of over 130mph. Marker was awarded the very rare Brooklands 130mph badge (sold by Bonhams at its sale of The Robert White Collection, New Bond Street, London in September 2016).

In 1936 Marker hiring his Bentley to Miss Margaret Allan, one of the relative handful of lady competitors at Brooklands. Allen too received the coveted 120mph award, having lapped the Brooklands banking at 122.37mph on 1st June 1936.

Building on the successes of Old Mother Gun, Marker decided to finalise the transformation of his former Le Mans-winning car into a thoroughbred Brooklands racing machine. With this in mind, he commissioned R R Jackson of Brooklands to construct a new chassis frame and a new single-seater body for Old Mother Gun, specifying a longer wheelbase and a central seating position.

As racing at Brooklands gained in popularity, a community of racing specialists had grown up around the clubhouse and paddock. In 1931, Robin Jackson, one of motor racing's leading engineers and tuners at the time, set up a workshop to build and maintain racing cars. It became famous as the 'Robiny' a place where drivers could have their cars serviced and tuned to the highest possible standards. Robin Jackson, himself a racing driver, became well known for building Brooklands 'Specials'. Marker's new car was reconstructed by Robin Jackson during the winter 1936/1937.

During the 1934 500 Miles Race at Brooklands on September 22nd, the flywheel sheared off the end of the crankshaft and the original 4½-litre engine was wrecked. It was replaced by a modified 6½-Litre Speed Six unit based on engine number 'LB2345' from chassis number 'LB2338', the ex-Prince George Imeretinsky Speed Six. At this occasion, Marker changed the exhaust system from a single pipe on the left side to a double pipe on the right side (the Bentley engine's fixed-head cylinder block casting can be rotated 180°). In 1935 Old Mother Gun was photographed at Brooklands with all four wheels off the ground due to the track's notoriously bumpy surface, now with the 6½-Litre engine and faster than ever.

Richard Marker was awarded the Brooklands 120mph badge by the BARC (Brooklands Automobile Racing Club) in March 1935, while Christopher 'Kit' T Baker-Carr received the same award in October that year after both men had lapped Brooklands at over 120mph in Old Mother Gun.





The new extended chassis was specially constructed to accommodate the all-aluminium single-seater body, being narrower than standard aft of the engine and under-slung below the rear axle. Jackson's letter to Messrs Jonas Woodhead & Sons Ltd, discussing the supply of suspension springs and referring to the car's construction as 'a close secret', is on file. Jackson added 'RRJ1' to the chassis number 'ST3001' and the Bentley Jackson Special was born. The car's identity and the name Old Mother Gun have remained unchanged ever since.

In 1955, Richard Marker, who owned Old Mother Gun during the period of her transformation from Le Mans car to Jackson Special, wrote to Lt Col C H Darell Berthon (motor sports journalist, secretary of the Bentley Drivers' Club, and author of *A Racing History of the Bentley*) telling him the complete history of his former car (copy on file). One of Marker's most important statements in his letter is as follows: "We always referred to her affectionately as Mother Gun. I think Barnato originally christened her".

5  
Jack Barclay sale contract,  
July 1929

6  
'Old Mother Gun' car no. 37  
during the 500 Mile Race at  
Brooklands, 1934

7  
'Old Mother Gun' fitted with an  
ex-Birkin light fabric two-seater  
racing body, 1933











8  
Richard Marker with 'Old Mother Gun' on the Brooklands banking, 1933

9 (main)  
George P Harvey-Noble in 'Old Mother Gun' during the last meeting at Brooklands before closure, achieving another 130mph badge. August 1939



Richard Marker continued to hire out Old Mother Gun for racing and she had several drivers during her career at Brooklands, being driven by Marker himself, 'Kit' Baker-Carr, Margaret Allan, Thomas Forthingham, Oliver Bertram, Anthony Bevan, and George P Harvey Noble. On 16th October 1937, Christopher Baker-Carr achieved the 130mph badge, the second won with Old Mother Gun. Her fastest lap at Brooklands was achieved in 1938 when she circulated at an average speed of 134.97mph (217km/h) during the Easter Meeting. In 1939, she was officially timed on the railway straight at a speed of 148mph (238km/h).

On August 7th 1939, during the last meeting ever to be held at Brooklands before the track's final closure, George P Harvey Noble also secured his 130mph badge with Old Mother Gun. This was the last of only 17 130mph badges ever awarded, three of which went to drivers of Old Mother Gun, another unique achievement for this quite remarkable Bentley, which is also the last car to record a 130mph at Brooklands prior to its closure.

Following the outbreak of World War Two, the Brooklands aerodrome and racetrack were requisitioned by the British Government and devoted to the production of Vickers and Hawker aircraft. Richard Marker served in the Army during the war, and Old Mother Gun was in storage from 1939 until 1944 when she was sold. Her purchaser was Thomson & Taylor, the famed motor racing and engineering company located at the Brooklands track, who had built several of the famous land speed record-breaking cars of the day. When peace returned in 1945, enthusiasts lived in high hopes of the Brooklands' eventual reestablishment, but it quickly became apparent that it would not open again because the anticipated costs were too high and hangars had been erected on the track. Thomson & Taylor sold Old Mother Gun to Bill Short in 1945.

Bill Short competed at the Brighton Speed Trials in 1947 and 1948 but did not participate in any event with Old Mother Gun after 1948. In 1960 she was sold to Alan Vicat, who passed her on to Vaughan Davies in 1963. Vaughan L P Davies was a Vintage Bentley enthusiast and specialist, who had seen the car racing in Brooklands in the 1930s. Having purchased Old Mother Gun, Vaughan dreamt of restoring her and seeing her again at 130mph, but this time from behind the wheel.

When the Bentley came to Vaughan Davies, the axles and the body were missing. He started the restoration process, but after acquiring a pair of original Speed Six axles and restoring the chassis frame, he ran out of money. Following years of slowly progressing restoration at his workshop, Vaughan Davies made an agreement with renowned Bentley specialist Stanley Mann, who completed the car's long lasting and painstaking restoration between 1988 and 1989. The original registration 'YH 3196' having been lost, Davies reregistered the Bentley as 'DS 9092'.





10



11

After the restoration's completion, Old Mother Gun was ready for her next challenge. On 28th May 1990, she set the British Class B 500 miles record; the British unlimited three-hour record; and the 200 miles record in Millbrook, all on the same day. The drivers were Vaughan Davies, Stanley Mann, Philip Greenwood, and John Guppy. In April 1992, HRH Prince Michael of Kent, Stanley Mann, Vaughan Davies, and Philip Greenwood used Old Mother Gun to set the British Class B 1,000-mile record in Millbrook. Brass plaques affixed to the car record its many achievements both before and after WW2.

In 1999 it was decided to increase the engine capacity to 8 litres by swapping the 6½-Litre cylinder block/head for an 8-Litre component. The crankcase and engine number were not changed in any way. The original 6½-Litre block, which came with the car when Vaughan Davies acquired her and which most likely was part of the Speed Six engine that was fitted to Old Mother Gun by Richard Marker in 1934, is included in the sale.

Immensely successful since her restoration in 1989, Old Mother Gun has been actively campaigned by Stanley Mann Racing Ltd for more than two decades. In addition to a very successful career as a racing car, she was and is a welcome guest at motor shows, exhibitions, and exclusive events - including the Goodwood Festival of Speed and Goodwood Revival - because of her uniqueness and significant history, which is fully documented in the accompanying history file.

One of the most extensive Bonhams has ever seen, the latter contains copies of factory service records, assorted correspondence, and other original paperwork; FIA and VSCC eligibility documents; a 117-page illustrated technical report compiled in January 2019 by Dipl.-Ing. Klaus Kukuk.

This report includes a material analysis dating the chassis frame as original in period. Also on file is a 47-page illustrated history and a more general 508-page illustrated report. Prospective purchasers are urged to take the time to peruse these important documents. The car also comes with a box containing assorted accessories and parts; the aforementioned 6½-litre cylinder block; a set of mudguards with lights; and a separate silencer for use on the road.

The most famous of all Bentley Specials, Old Mother Gun was selected as one of 25 Silver Jubilee Cars at the 25th Goodwood Festival of Speed in 2018, to which the Duke of Richmond and Gordon had invited "the greatest cars and biggest personalities of the past 25 years". As such it represents a unique opportunity for the successful bidder to share in the life story of one of the most important cars in Bentley Motors' history, commencing in its 100th Anniversary year.

**Refer to department**



10

'Old Mother Gun', 2003 Le Mans winner Bentley EXP Speed 8 and Bentley 3/8-Litre on demonstration run, official press photo by Bentley Motors Ltd (Press Media Cd) 2005

12

1,000 Miles record drivers (left to right): Philip Greenwood, HRH Prince Michael of Kent (holding the RAC record certificate), Vaughan Davies, Stanley Mann

11

Goodwood Festival of Speed 2018, © Felix Bernason

13

HRH Prince Michael of Kent demonstrating Mother Gun to Nigel Mansell and Jackie Stuart, 1992



12



13





359

A fully restored example with over £150,000 spent

## 1950 JAGUAR XK120 ROADSTER

Registration no. RPM 89

Chassis no. 660065

- Celebrity first owner
- Fully restored; over £150,000 spent
- Commended by the Jaguar Drivers' Club



American actor Allan Jones alongside '660065', California, 1950s

'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.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 1,175 were right-hand drive roadsters like that offered here. Chassis number '660065' is the 65th right-hand-drive roadster completed, and only the 5th steel-bodied example. The original chassis plate, probably nickel plated originally but now polished back to brass, shows large valve clearances of 0.012" and 0.015", which were reduced on later cars. Another interesting feature is the engine number's compression ratio suffix; Jaguar evidently thought it would be 7:1 (common on cars destined for export) then over-stamped the '7' with an '8' before completion.

As a very early car, '660065' lacks the cockpit cooling vents in the front wings that were adopted soon after it was made. The engine too has all the correct early features, including the 'studless' cam covers and needlessly lengthy plug leads. The latter travel from the distributor, down the side of the cylinder block, up the rear of the cylinder head, and then all the way back to the front of the engine again. This makes them around two metres in length! Jaguar soon recognised the wisdom of taking the leads from the distributor straight over the cylinder head.





Another distinctive under-bonnet feature is the so-called 'stovepipe' SU carburetors, which have unnecessarily tall dash-pots. Later XK120s had noticeably lower and more practical ones. Also worthy of note is the beautiful cast-aluminium radiator fan, an expensive-to-produce item that was soon superseded by a cheaper pressed steel alternative. Another expensive feature is the hood frame: fully chromed on this early model but painted on later cars. Inside the cockpit, the indicator switch is noticeable by its absence; these would soon become standard but were not fitted to early cars such as this one. '660065' also retains the rare and often stolen 'owl's eye' cigarette lighter.

This XK120 was first owned in California, USA by actor Allan Jones, today best remembered for his roles in the movies *'Show Boat'*, and the Marx Brothers' *'A Night at the Opera'* and *'A Day at the Races'*. He was the father of pop singer Jack Jones. The accompanying Jaguar Heritage Trust Certificate reveals that '660065' was built as an open two-seater with right-hand drive and supplied for 'Personal Export Delivery'. The first owner is recorded as 'A Jones' and the original colour scheme as Pastel Blue with red interior and fawn soft-top. The original registration was 'RPM 89'.

In 1988 the XK passed to a new owner, who in 1999 had the car restored to perfection by renowned marque specialist Lynx Motors International Ltd, using many parts supplied by Guy Broad. Over £150,000 was spent to make the XK as good as, if not better than, the day it left the Brown's Lane factory. The Jaguar Drivers Club has rated 'RPM 89' as 'excellent' in every category, with a general comment of a 'very high quality restoration'. All receipts relating to the restoration are available.

In June 2015, the XK was offered from its deceased owner's estate at Bonhams' sale at the Goodwood Festival of Speed (Lot 361) where it was purchased by the immediately preceding custodian. In September 2016 'RPM 89' benefited from a thorough and extensive service carried out by the highly respected CKL Developments Ltd, whose detailed invoice and report is on file (perusal highly recommended). CKL comment: 'Its greatest claim to fame is that it is such an early car, in such great and complete condition'. The current vendor purchased the XK at Bonhams' Bond Street Sale in December 2016 (Lot 29), since when it has been kept garaged.

Now exempt from the annual MoT test, this exceptional Jaguar XK120 roadster is offered with the aforementioned documentation and a UK V5C Registration Certificate.  
**£130,000 - 160,000**  
**£150,000 - 180,000**



360

**1972 MASERATI GHIBLI SS 4.9-LITRE COUPÉ**

Coachwork by *Carrozzeria Ghia*

Registration no. BRJ 113K

Chassis no. AM115/49 2452

- *One of only twelve right-hand drive examples*
- *Supplied new to the UK*
- *Manual transmission*
- *Restored by McGrath Maserati*







A strong contender for the 'most handsome car of the 1960s' title, Maserati's Ghibli debuted in coupé form at the Turin Motor Show in November 1966. Styled at *Carrozzeria Ghia* by Giorgetto Giugiaro and named after a Sahara Desert wind, the Ghibli rivalled the Ferrari Daytona for straight-line performance - its top speed was close to 170mph (275km/h) - while beating it for price and, arguably, looks.

The power unit was Maserati's venerable, four-cam, 90-degree V8, an engine derived from that of the 450S sports racer and first seen in road-going guise in the 5000GT. This was used in 4.7-litre form up to 1970 when it was superseded by the 4.9-litre 'SS' version in order to meet ever more stringent emission laws. The gain in horsepower was minimal but in either case performance was stunning, with 100mph (160km/h) attainable in under 16 seconds. This neck-snapping acceleration resulted from the V8's enormous torque, which made the Ghibli one of the most flexible and easy-to-drive GTs of its era.

Dated 20th January 1972, original paperwork on file confirms that this beautiful Ghibli SS was ordered from Maserati via the UK importer, Citroën Cars Ltd. One of only twelve right-hand drive examples built, '2452' was finished in Rosso Fuoco with Pelle Nera (black leather) interior, and specified with the options of power steering, a radio, and two fog-lights.

The accompanying original logbook confirms that the Maserati was first registered (as 'BTV 11K') on 12th April 1972 and was supplied via Bristol Street Motors, Nottingham to a Mr Stephenson of Yorkshire on 12th May '72. Mr Stephenson owned the Ghibli until May 1976 when it was acquired by Lingdale Garage, Saltburn. The next owner listed, from 10th November 1982, is one Mr Rhodes of Cheshire. By now reregistered '6 TPE', the Ghibli became part of a well-known British private collection on 12th April 1988 and remained there for over 20 years. During this period the car underwent a full restoration, and on completion was displayed in the private museum until 2011 when it was sold and reregistered 'BRJ 113K', its present registration.

This Ghibli has also taken part in several Historic motoring events including the Goodwood Revival and the Royal Concours at Holyrood, Edinburgh. The current owner, a prominent private collector, acquired the Ghibli at a UK auction in December 2016, since when it has been treated to a full 'engine out' restoration by renowned marque specialists McGrath Maserati and repainted Blu Sera (full details on file). Presented in truly immaculate condition, this wonderful car comes complete with its original buff logbook, a Maserati Certificate of Origin, and a substantial history file.

**£220,000 - 260,000**  
**€250,000 - 290,000**



361

## 1958 MERCEDES-BENZ 300 SL ROADSTER

Registration no. 476 UXU

Chassis no. 1980042-8500067

- Supplied new to France
- Formerly on display at the Musée de l'Automobiliste à Mougins
- Professionally restored in Germany in 1995
- Present enthusiast ownership in the UK since 2007







Chassis number '8500067' was supplied new in France in 1958 and registered as '7613 K7 75', although little else of its early history is known. In the mid-1960s the car was acquired by the Musée de l'Automobiliste à Mougins, on the Côte D'Azure. This museum housed an eclectic mix of collectors' automobiles assembled by the larger-than-life founder, Monsieur Adrien Maeght. Here the 300 SL led a pampered life in a stable that included Ferraris, Bugattis, Voisins, Rolls-Royces, Alfa Romeos and the like. Home to some of the greatest classic road and racing cars in Europe, the museum became a focal point for European car clubs. (A magazine depicting this car on display in the collection is included). Sadly, the museum closed in the early 1990s after Monsieur Maeght's death, and '8500067' was purchased by Dr Dieter Pfeiffer, a discerning, car-collecting dentist. Dr Pfeiffer has a reputation for purchasing only the best specimens of collector's cars and this low mileage 300 SL was acquired for regular use.

The car was used sparingly and serviced properly while in the care of Dr Pfeiffer, who in 1995 commissioned a thorough but sympathetic restoration using foremost specialists in Germany. The car was completely stripped to bare metal and mechanically totally rebuilt, with trim and paintwork refinished to better than factory standards. This older restoration's quality is evident in the cosmetic and mechanical condition of the car today.











To aid driveability in modern traffic conditions, the restoration included fitting the desirable front disc brake conversion and a quality, boot-mounted CD stereo system with effective remote control from either the driver or passenger seats. A switchable cooling fan has been fitted, which can override the factory system in town driving should the need ever arise. A full photographic record of this restoration is included together with various invoices.

This superb 300 SL was purchased by its immediately preceding owner from a reputable German specialist, being chosen over several highly restored cars on account of its provenance, low mileage and driveability. The purchaser, who owned a small yet exclusive stable of cars, wanted the best 300 SL on the market for usability, but not a concours example, and hunted throughout the world for one suitable.

In February 2007 a full service was carried out by Europe's leading 300 SL specialists - HK Engineering in Germany. Anything that needed attention was addressed while the complete fuel system (including pump) had been fully rebuilt in 2005. Fewer than 400 miles had been covered following the aforementioned works when the 300 SL was offered for sale at Bonhams' Goodwood Revival auction in 2007 where it was purchased by the current owner, a prominent UK collector and an active Historic racer. Very little maintenance has been required since then following the extensive refurbishment carried out immediately prior to the vendor's purchase.

A comprehensive assortment of original documents or facsimiles is offered with the car, including a step-by-step photographic record of all aspects of the restoration; a magazine from the Musée de l'Automobiliste à Mougins showing the car in the collection when it was still French registered; a German TÜV certificate; a quantity of invoices and brochures from the various specialists who worked on the car; a copy of the original build sheet; and an original owner's manual, parts catalogue, workshop manual, jack and wheel brace. In addition, Gull Wing owners' club technical tips and records, various magazines relating to the 300 SL, and the original French registration plate come with the car. To complete the package, a lightweight tailored rainproof cover in white tyvek is supplied and the car possesses a UK V5C registration document. There is also a matching original hardtop - in mint original condition - which is tight and secure on fitting, thus making the car the perfect all weather driver.

This very special example of the iconic 300 SL Roadster has no apparent faults and wants for nothing, so can be driven away from the sale to a new home anywhere in the world. There cannot be many better ways of travelling to a classic event, taking part and driving home.

**£800,000 - 1,000,000**  
**€900,000 - 1,100,000**



362

*Mille Miglia eligible*

## 1953 ALFA ROMEO 1900C 1ST SERIES SPRINT COUPÉ

Coachwork by Pinin Farina

Registration no. 201 UYH

Chassis no. AR1900C 01435

- One of only 100 bodied by Pinin Farina
- Original right-hand drive model
- Period Nardi floor shift
- Professionally restored in 2014
- 2015 Mille Miglia participant





Its factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1947, the pre-war 2500C standing the Milan marque in good stead until 1952. The firm's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high-performance derivatives. Launched in 1951, the 1900C Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both of these short-wheelbase models utilising the 100bhp engine of the 1900TI sports saloon. The Sprint Coupé was designed to offer sporting performance together with '2+2' accommodation - guaranteed to appeal to the sports car enthusiast with a family - while the heart-shaped vertical grille with matched horizontal side intakes became an Alfa trademark on later models.

Although Touring had been commissioned to produce the factory's official coupé, Pinin Farina also built a small number of closed coupés on the 1900C (C = Corto = Short) chassis. According to H-J Dohren's authoritative book, 'Mille Nove', Pinin Farina built only 100 cars with this very elegant body design on the 1900C Sprint chassis between 1952 and 1953. Pinin Farina's was a notably lightweight design, typically using thin steel main panels with the bonnet, boot, and doors in aluminium.

An original right-hand drive model, this stunning example was constructed in early 1953 and for many years formed part of the celebrated Mario Righini collection, widely recognised as one of the finest in Italy. Housed in a 15th Century castle outside Modena, this exceptional private collection was committed to the preservation of such gems as 8C Alfa Romeos and sports-racing Ferraris. Following its departure from the Righini Collection, this highly original Alfa was treated to an extensive restoration in the Netherlands and the UK by marque experts in preparation for its participation in the 2015 Mille Miglia Storica. During the restoration the seats were re-trimmed in period-correct (and very comfortable) mohair, while post Mille Miglia the engine was serviced by former Manuel Fangio mechanic and recognised specialist Giuseppe Candini in Modena.

Owned by the current vendor since 2015 and described as in excellent condition, this recent Mille Miglia entrant is offered with a FIVA identity card and is the ideal touring car for Historic rallies and events.

**£260,000 - 320,000**  
**£300,000 - 360,000**



363

**1954 BENTLEY R-TYPE CONTINENTAL  
SPORTS SALOON**

Coachwork by H J Mulliner

Registration no. MCX 451

Chassis no. BC70C

- *One of only 208 produced*
- *Present family ownership since 1960*
- *Professionally maintained*
- *Running and driving very well*





At the R-Type 50th anniversary Celebration at Silverstone, 2002, the owner was presented with a special award for owning his Continental for the longest time.



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

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction in 1952 on the R-Type chassis. Of all-welded construction, the latter enabled the incorporation of a much-needed improvement to Rolls-Royce's standard bodywork in the shape of an enlarged boot together with associated changes to rear wings and suspension. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

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

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





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

Delivered new in May 1954 to one J Hanson Esq., chassis number 'BC70C' is one of just 208 R-Type Continentals produced, passing to George Rhodes in the 1960s. The car has been in the same family ownership since. It has been maintained by George Rhodes & Sons Limited who have traded in the family's hometown since 1925. Early job cards being included in the history file along with various bills, a large quantity of expired MoT certificates and an original Bentley Continental handbook. George believed that cars should be used, driving BC70C on a regular basis locally coupled with trips to London and golfing trips to France, echoing the original design brief. The automatic gear box making the car a pleasure to drive.

The Bentley took part in the R-Type Celebration in 2002 at Silverstone, where the Rajmata of Jaipur presented George with a special award at the British Racing Drivers Club lunch for owning his Continental for the longest time.

Following George's death earlier this year, the family reluctantly offer their piece of motoring and family history for sale.

Very well cared for over the years, the Bentley was last repainted in 1980 and is now well patinated externally, while retaining its original leather seats; it could be used exactly as is or treated to cosmetic refurbishment. Running and driving very well, 'BC70C' represents a rare opportunity to acquire a fine example of the most famous post-war Bentley, possessing impeccable provenance.

**£500,000 - 700,000**  
**€560,000 - 790,000**







364

## 1988 PORSCHE 911 TURBO COUPÉ

Registration no. F536 LTU

Chassis no. WP0ZZZ93ZJS000542

- Extensively restored in 2019
- 89,000 documented miles from new
- Full service history
- Unusual colour combination







Much of the Porsche 911's development had resulted from the factory's racing programme, and it was the then Group 4 homologation rules, which required 400 road cars to be built, which spurred the development of 'Project 930': the legendary 911 Turbo. In production from April 1975, the Type 930 Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 155mph (250km/h). But the Turbo wasn't just about top speed, it was also the best-equipped 911 and amazingly flexible - hence only four speeds in the gearbox - being capable of racing from a standstill to 100mph (62km/h) in 14 seconds.

The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The Turbo's engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph (257km/h).

More refined than hitherto yet retaining its high performance edge, the Porsche 911 Turbo sold in the thousands, becoming the definitive sports car of its age. When Porsche revealed that the original 911 would be replaced by the new Type 964 in 1990, dealer stocks of the existing Turbo model sold out overnight.

This Porsche 911 Turbo is offered fresh from extensive restoration (completed in 2019) and comes with a photographic record of the process. Works undertaken include a full 'glass out' re-spray by Bodyworks of Manchester; full engine service; brake overhaul; and suspension bushes overhaul. The car also benefits from a new factory full exhaust system; refurbished original Fuchs alloy wheels; and new Pirelli tyres. In addition, all rubber seals, bumper protectors, front valance, rear 'Porsche' reflector, side sill mouldings, etc have been renewed. Over £25,000 has been spent and all bills are available.

'F536 LTU' has covered 89,000 documented miles from new and is described by the vendor as 'absolutely rust free'. It comes with full service history (every single bill/receipt); current MoT certificate; its original owner's manual and stamped service book; and its original spare wheel.

Finished in flawless Venetian Blue metallic with complimentary Metropole dark blue leather interior and matching carpets, this beautiful Porsche 911 Turbo stands out among the white/black cars on the market and is presented in beautiful order throughout - a subtle combination for the discerning buyer.

**£90,000 - 120,000**  
**£100,000 - 130,000**



365

## 1955 AUSTIN-HEALEY 100 TWO-SEAT ROADSTER

Registration no. MMW 862

Chassis no. BN1/224408

- *First of the 'Big Healeys'*
- *Fully restored to uprated M specification*
- *Original RHD car with BMIHT Heritage Certificate*



Austin-Healey was formed in 1952 as a collaboration between the Austin division of the British Motor Corporation (BMC) and the Donald Healey Motor Company which produced high quality sporting cars. Both companies were keen to tap into the growing market post-World War 2 for new sports cars which was developing both at home and overseas, especially in the USA. The first car resulting from the collaboration was introduced in 1953 and badged as the Austin-Healey 100.

Mechanical components were sourced wherever possible from Austin, including the 2,660cc four cylinder engine used in the A90 Atlantic. Three speed transmission with overdrive on second and top gears was fitted, and under test a top speed of 106mph was reached. The cars were assembled in the Austin factory at Longbridge with bodywork being supplied by Jensen at nearby West Bromwich. The Austin-Healey 100 together with the subsequent Austin-Healey 100-6 and then 3000 came to be known collectively as 'Big Healeys' to distinguish them from the smaller-engined Austin-Healey Sprite.

This car was built in 24 February 1955 to Right Hand Drive specification for the Home Market, and finished in Old English White with red trim. The vendor – a committed Austin-Healey enthusiast and Club member – states that the car was purchased as a 'basket case' in October 1990 and then underwent a seven year restoration during which time it was uprated to M specification with louvered bonnet, larger carburettors, airbox and inlet manifold, uprated camshaft and anti-roll bar.

The car was professionally finished in two pack paint in its original colour scheme and is described as having 'exceptional panel fit' resulting in it winning 'Best 100' at the Healey Drivers Club International Meeting in May 2000. The chassis, bodywork and paintwork are all described as being in excellent condition, with interior and transmission very good. Electrics are all in working order with a new wiring loom fitted during restoration, and the engine was rebuilt 11,000 miles ago.

This most handsome British classic is supplied with all-weather equipment to include hood, side-screens and tonneau; sundry spares; and paperwork to include UK V5C, old style Log Book, BMIHT Heritage Certificate and restoration bills.

**£40,000 - 50,000**

**€45,000 - 56,000**

366

## 1965 ALFA ROMEO GIULIA 1600 SPIDER

Coachwork by Pininfarina

Registration no. JUX 354D

Chassis no. 392838

- *Ex-California car*
- *Left-hand drive*
- *Upgraded with two twin-choke Dell'Orto carburetors*
- *Recent new convertible hood*



Sporting elegant coachwork designed and built by Pininfarina, the Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the Alfa line-up in 1962. 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 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. The Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

This US market left-hand drive Giulia Spider was acquired by the lady vendor nearly two years ago from Fantasy Junction, a well-known dealer in California. Information about its earlier ownership history is limited. An Alfa Romeo aficionado who owns several examples dating from the 1930s to the 1960s, the vendor had the clutch adjusted by the Californian Alfa specialist Oliveria Engineering, who also replaced the horn, fuel pump, and some faulty switches, prior to using it on holiday, after which she shipped it home to the UK.

Twin Dell'Orto carburetors and a new inlet manifold had been fitted by a previous owner, replacing the original single carburettor and giving a healthy increase in power, especially at high revolutions, with performance now comparable to factory Veloce models. Other than the carburettor upgrade, the car remains highly original, though it appears to have been repainted at some time. The paintwork remains in good condition while the black interior presents very well. A new custom-made convertible hood was professionally installed very recently, replacing the original that had faded in the sun, and the owner has had additional work done recently on the chassis, brakes, and carburetors. Bills totalling approximately £6,000 are on file.

Having driven the car less than 1,000 miles, the vendor is selling the Spider as she finds her newly acquired Alfa Romeo Giulietta SS Coupé more suitable as an all-weather daily driver. Extremely fun, beautiful and usable, this delightful Giulia Spider is offered with a current V5C document.

**£40,000 - 50,000**

**€45,000 - 56,000**



367 †

The ex-Julian Bailey/Nicolaus Springer; Bobby Verdon-Roe/Paul Knapfield;  
Miguel de Castro/David Sterckx/Justin Law; Jamie Campbell-Walter/Nathan Kinch

## 2001 LISTER STORM GT1 SPORTS-RACING PROTOTYPE

Chassis no. GTM005 (see text)

- Factory entry 2001-2003
- Extensive in-period competition history
- Winner at Anderstorp 2003 (Campbell-Walter/Kinch)
- Running condition
- Well documented





The Lister Motor Company was created in 1954 by engineer Brian Lister and is best remembered today for its Jaguar-powered 'Knobby' sports-racers, most notably campaigned with enormous success by the late Archie Scott-Brown. Lister withdrew from motor sport in 1959 and would remain absent from the racetracks until the Lister Storm's arrival in 1993. By this time the firm had been revived as Lister Cars Ltd by engineer Laurence Pearce, its stock in trade being high-performance conversions of the Jaguar XJ-S.

Designed by Mike Hughes, the Storm featured an aluminium honeycomb chassis, carbon fibre body, pushrod suspension, and a 7.0-litre Jaguar V12 engine based on that used in the Le Mans-winning Jaguar-TWR XJR-9 Group C sports prototypes. The Lister Storm competed against the McLaren F1, Jaguar XJ220, and Ferrari F40 in the British GT and FIA GT championships, and at Le Mans. When the regulations changed in 1997, Lister developed a new car around the Storm concept to comply with the new GT1 class: the Storm GTL. Results were disappointing, and for 1999 the company produced the revised Storm GTM.

Despite strong opposition from larger and better funded top teams, this small-scale constructor managed to win the British GT Championship in 1999 with Jamie Campbell-Walter and Julian Bailey, who went on to win the FIA GT Championship for Lister the following year. From 1999 to 2005 the Listers were always front runners and secured numerous victories. Only six Storm GTMs were built; spectacular and highly successful, they are worthy successors to the fabulous Listers from the 1950s.

This Lister Storm, 'GTM005', was built at the beginning of 2001 and entered by Lister Racing in FIA GT events from 2001 to 2003 as a factory car, being driven by Jamie Campbell-Walter among others. For 2001, sponsored by Prionics, 'GTM005' contested the FIA GT Championship; driven by Julian Bailey and Nicolaus Springer, its best results were a brace of 4th places: at the Hungaroring and A1 Ring. For 2002, again in the FIA GT Championship, 'GTM005' was driven by Verdon-Roe and Paul Knapfield, their best result being 2nd place at Silverstone. In that year's Spa 24 Hours race, 'GTM005' finished in a highly creditable 2nd place driven by Verdon-Roe, Miguel de Castro, David Sterckx, and Justin Law.





The Storm's best results were achieved in 2003 when, driven by Campbell-Walter and Nathan Kinch, it won at Anderstorp and Oschersleben, though it was subsequently disqualified from the latter event. Nevertheless, the team's 2nd place at Monza proved good enough for 2nd place overall in that year's FIA GT Championship.

Lister Racing subsequently sold 'GTM005' to the French team Red Racing, which campaigned the car with Lister factory backing in the FFSA GT Championship during 2005, their best result being a win at Pau. Towards the end of the season, 'GTM005' crashed during qualifying at Albi and subsequently was rebuilt using the original chassis from Lister Storm 'GTM001'. That chassis had been retained by Lister after 'GTM001' had crashed in Italy in 2004 but had not been rebuilt. Originally owned by Nicolaus Springer, 'GTM001' had been raced in the FIA GT Championship in 2000 and 2003, the Spanish GT Championship in 2001, and the Italian GT Championship in 2004. Lister duly rebuilt 'GTM005' for Red Racing using the repaired chassis from 'GTM001'. Red Racing continued to campaign the Lister throughout the 2006 season in the FFSA GT Championship.

Its racing career over, the Storm was restored in 2007/2008 and returned to the colour scheme it had featured at the time of its major win at Anderstorp in 2003. In 2008, 'GTM005' was invited to the Goodwood Festival of Speed where it proved an immensely popular attraction. This is the only occasion the car has been used since the 2006 rebuild. Currently in late 2003 configuration, it is fitted with a later engine, transmission (Hewland sequential), front suspension, and bodywork.

The engine has very low hours after a major overhaul during the 2006 season, and the car was fully serviced with extensive works done at that time. In running condition, it would be a welcome entry in the various events for GT1 cars in Europe or the USA. Built for endurance racing, the Storms are easy to maintain and reliable, very fast and easy to drive.

The accompanying history file contains numerous photographs of the car in action in the FIA GT and other championships; Lister factory correspondence; various bills of sale; and a full listing of races entered and results achieved. The car is offered with the damaged chassis ('GTM005') and a set of spare rims.

Please note the lot is subject to 20% VAT on the hammer price and buyer's premium.

**£450,000 - 550,000**  
**€500,000 - 620,000**



The 2nd place Lister Storm of Stetckx/Verdon-Roe/de Castro/Steveny in the 2002 FIA GT Championship Proximus 24 Hours of Spa, August 2002.  
© John Brooks/LAT Photographic



Goodwood Festival of Speed, 2008





**1964 FERRARI 330 GT 2+2 COUPÉ**

Registration no. EPC 1B

Chassis no. 6155

- Delivered new to the UK
- Right-hand drive
- Continuous history
- 38,310 miles from new



Adrian Hamilton at speed in 'EPC 1B' at the Blackbushe Sprint, 1966  
© Hamilton Archive

On 10th June 1963, Duncan Hamilton & Co wrote to the official UK Ferrari importer, Maranello Concessionaires Ltd, requesting a four-seater for his client, the Hon A G Samuel of merchant bank Hill Samuel; specifically: a 4.0-litre Ferrari Super America with a price of £9,500 inclusive of British import duty and Purchase Tax. Unfortunately, he was told these cars were made to special order only. On 4th November 1963, Duncan Hamilton wrote to Colonel Ronnie Hoare, Maranello Concessionaires' proprietor, after hearing of the new 4.0-litre Ferrari 2+2, asking for photographs of the 'four seater which is to be announced in January 1964', and would he be kind enough to lend them to him so he show them to his possible 'victim'.

As confirmed by Ferrari historian, Mr Tony Willis, Ferrari 330 GT 2+2, chassis number '06155', was imported by Maranello Concessionaires Ltd in July 1964. The Archive Certificate is on file together with a copy of the factory order (Fattura no. 1180/64) for £5,150 from Ferrari Modena to Messrs Maranello Concessionaires Ltd, and the Certificato D'Origine quoting a purchase price of £5,579 dated 27th July 1964. A letter on file from Duncan Hamilton states: 'The new 4 seater has 340bhp as opposed to 240bhp on the 3-Litre and the weight has only been increased by approximately 1cwt... the road holding is even better and I can assure you that the car is really quite something.' The Ferrari was fitted with two roof aerials linked to Mr Samuel's hearing aid.





After approximately 3,000 miles had been covered, the 330 GT was sold back to Duncan Hamilton, who used the Ferrari as his personal car for a number of years. Dating from this period, there is interesting correspondence on file between Col Hoare and Duncan Hamilton concerning, among other things, suitable grades of sparking plug and Maranello Concessionaires' labour rates, which Duncan considered exorbitant.

The Ferrari was subsequently sold, with 14,000 miles recorded, to a Midlands electrical firm: Alfa Electrics. The firm went bust a few weeks after purchase and the Ferrari was never registered in its name. The car was then sold to S G Hicks and registered 'SGH 2'. Mr Hicks sold the Ferrari 2½ years later (in mid-1975) to Mr Jack Hamilton (no relation to Duncan).

The next owner, from 28th October 1978, was Brian Somerset Kern of Hadley Wood, Hertfordshire. All receipts for repairs and serving accumulated during his ownership are on file, issued by the likes of Neil Twyman, Greypaul Motors, Maranello Concessionaires, J Bruce (Vintage and Classic Car Specials), Moto Technique, and Eurospares. Maranello Concessionaires receipts dated 28th January 1993 confirm the mileage at that time as 20,897.

The next owner was Mr Busby of Tower Hill, Dorking, who had Talacrest carry out servicing works in March 2000 at 23,398 miles. On 3rd July 2004, the car was purchased by famous Ferrari 250 GTO owner and collector, Mr Stephen Pilkington of Aughton, Lancashire. The car was purchased by the present owner (a good friend of Stephen Pilkington) on 10th June 2005.

Recently reunited with its original registration number, 'EPC 1B', the car has been used for many tours and rallies across the UK and has never left the owner down (he is Chairman of the Ferrari V12 Group). 'EPC 1B' has recently participated in the Coast to Coast Rally and the Janet Lancaster Rally, as well as all Ferrari V12 Group events in the last five years, and has been shown at the Ferrari Owners Club Concours. Currently MoT'd and ready to be driven across Europe, this beautiful four-seater Ferrari comes complete with service books, owner's manuals, workshop manual, and two large files of continuous history containing MoT certificates dating from 6th January 1969, which show the mileage to be correct.

**£150,000 - 180,000**  
**€250,000 - 300,000**



369

**1960 LANCIA FLAMINIA  
2.5-LITRE CONVERTIBLE**

Coachwork by *Carrozzeria Touring*

Registration no. WTN 343A

Chassis no. 824 04.1180

- *The best of 'old school' Lancia design*
- *Imported from Italy*
- *Left-hand drive*
- *Disc-braked model*
- *Extensively restored by Thornley Kelham*





Lancia's Pininfarina-styled Flaminia saloon debuted at the 1956 Turin Motor Show. The Aurelia's replacement, the Flaminia retained its predecessor's mechanical layout, though the form of unitary construction was changed and Lancia's traditional 'sliding hub' independent front suspension gave way to a more-modern double wishbone and coil-spring arrangement. Aurelia carry-overs were the 60-degree, 2,458cc, overhead-valve, V6 engine and De Dion rear transaxle with inboard brakes. The short-wheelbase Coupé appeared in 1958, followed by the Touring-styled GT and GTL (2+2) Coupés and the Convertible.

The latter trio shared a further-shortened (to 251.5cm) wheelbase with the Sport and Supersport models, and all featured disc brakes and increased power. The latter was boosted further in 1961 (from 119 to 140bhp), giving the sportier Flaminias a top speed approaching 120mph. Flaminia production - saloon excepted - ceased in 1967, by which time Convertible output totalled just 865 cars.

This beautiful Flaminia Flaminia Convertible had spent its life in Italy until sourced by marque specialists Thornley Kelham for its current owner in 2014, appearing to be a very straight and honest example with no visible corrosion and a good state of finish; it also drove extremely well. A desirable disc braked example, it is one of only 421 2.5-litre single-carburettor models built in 1960-1961.

Since 2015 the owner has spent over £30,000 with Thornley Kelham to bring the car up to its present high standard. Works carried out included rebuilds of the transaxle, clutch, suspension, braking system, cylinder heads, oil pump, and electrical system.

In addition, hoses were replaced, five new Michelin tyres fitted, a new hood and hood cover installed, and various bushes and mounts replaced. Related bills are on file and the car also comes with a V5C Registration Certificate, current MoT, and a copy of the September 2015 edition of *Classic & Sports Car* magazine in which it featured.

Said to drive extremely well, with typically fine balance and road holding in the Lancia V6 tradition, and being a single-carburettor model has a surprising amount of torque. The body and paintwork are in good condition, likewise the comfortable interior, and all correct switch-gear and instruments. By no means a concours car, this lovely example affords the prospect of a wonderful ownership and driving experience. It exudes 1960s style and glamour and represents excellent value for money.

**£90,000 - 120,000**  
**€100,000 - 130,000**





370

### 1979 FERRARI 400 GT COUPÉ

Coachwork by Pininfarina

Registration no. FRX 936T

Chassis no. 27181

The 400 GT re-affirmed Ferrari's determination to compete with the world's finest luxury sports saloons and was intended to attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz. Ferrari's splendidly equipped 2+2 featured self-levelling independent rear suspension, power-assisted steering, electric windows and optional air conditioning. Sadly, even after it received fuel injection, the 400 GT - now the 400i GT - remained effectively a Europe-only model because of the expense involved in crash-testing two cars for US safety assessment. By the time production of the final 412 version ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year. One of only 502 Ferrari 400 GTs made, this rare right-hand drive example was acquired by the current vendor in August 1992, since when it has seen only occasional use. In recent times (2016-2017) this Ferrari has undergone various improvements including a complete re-spray and restoration of underlying bodywork; the supply and fitting of a new rear windscreen as the original broke when being removed for the re-spray; and replacement of the dashboard's black leather trim (distorted by sunlight). The rest of the interior is original. It is worth noting that, in common with the other cars and motorcycles in the owner's collection, this Ferrari has benefited from regular maintenance and upgrades, as well as rectification of minor faults, carried out by his own fully qualified fitter. Freshly MoT'd, this rare Ferrari Gran Turismo is offered with SORN paperwork, an old-style V5C Registration Certificate, and sundry bills, mainly dating from the 1980s.

£20,000 - 30,000

€23,000 - 34,000



371

### 1976 ROLLS-ROYCE SILVER SHADOW SALOON

Registration no. MRX 321P

Chassis no. SRH24147

'To most people, a Rolls-Royce is the ultimate status symbol: you can aspire to nothing higher. Until you drive or even ride in one, it is difficult to appreciate how much lies behind the name. There are quieter cars, there are quicker cars but none cossets its occupants in quite the same manner, none insulates them from the outside world quite so effectively, to the point where rush-hour traffic jams, inclement weather and the other irritations of day-to-day living no longer seem to matter. On top of all this is the immeasurable pleasure offered by sheer unadulterated luxury of the sort that stems only from the use of the very best materials by the very best craftsmen. That is what the Silver Shadow is about.' - *Motor*. Introduced in 1965, the Silver Shadow represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction of the body/chassis. All-round independent suspension and power-operated four-wheel disc brakes appeared for the first time on a Rolls-Royce. Almost a quarter of a century after the last example left the Crewe factory, the Rolls-Royce Silver Shadow - one of this illustrious British company's most successful models ever - remains an imposing and highly desirable motor car. One of the very last Shadows manufactured before the introduction of the Shadow II, this example was registered to the current vendor on 17th November 1989 and has seen only occasional use over the course of the last 30 years. For most of that time the car has been dry stored in dehumidified conditions, and for the last 12 years has been on museum display. It is worth noting that, in common with the other cars and motorcycles in the owner's collection, this Rolls-Royce has benefited from regular maintenance and upgrades, as well as rectification of minor faults, carried out by his own fully qualified fitter. Freshly MoT'd, it is offered with sundry bills, SORN paperwork, and an old-style V5C Registration Certificate.

£7,000 - 9,000

€7,900 - 10,000

No Reserve





372

### 1985 AUDI QUATTRO COUPÉ

Registration no. WOI 9447

Chassis no. WAUZZZ85ZFA901095

The Audi Quattro was one of the company's most significant productions. Introduced in 1980 it brought four-wheel-drive into the motoring mainstream, and with its excellent handling and high performance power plant went on to have a very successful competition record. Outwardly it resembled the coupé variant of the Audi 80 but underneath it was very different car. A new floorplan was needed to accommodate the four-wheel-drive transmission with front-mounted engine and the independent rear suspension. The five cylinder SOHC engine displacing 2144 cc was equipped with a Kuhnle, Kopp & Kausche ['KKK'] turbocharger, producing around 200 horsepower in road trim with more being available when tuned. Top speed was 135 mph and 0 – 60 mph could be achieved in just 7.2 seconds. The car offered here was manufactured on 30 September 1985 and since new has been maintained by Audi and Quattro specialists A M Cars. Sold by Bonhams at the 2008 Festival of Speed Sale the Audi has been restored and refurbished as required on an on-going basis, including, in a previous ownership, the fitting of a new radiator and work on the turbocharger. The only noted modification from original factory specification is the fitting of a Milltek exhaust system. Described by the vendor as being in very good condition overall, the very tidy engine bay is a particular highlight. At the Goodwood House Open Day in August 2018 members voted the Audi the winner of the Concours there, and having achieved that accolade the car went on to be displayed in the rotunda of the Royal Automobile Club's Pall Mall clubhouse in January 2019. A comprehensive file accompanies the car, containing service history and receipts for work carried out, together with an indoor car cover and UK V5C.

£17,000 - 22,000

€19,000 - 25,000



373

### 1972 JAGUAR E-TYPE SERIES 3 V12 2+2 COUPÉ

Registration no. MAB 702K

Chassis no. 1S50988

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price. Equipped with the desirable manual gearbox, this delightful V12 E-Type was purchased by the current owner in September 1989 and has seen only occasional use over the course of the last 30 years. For most of that time the car has been dry stored in dehumidified conditions, and for the last 12 years has been on museum display. Between 1991 and 1993, the E-Type was with Classic Coach Builders, who carried out extensive bodywork restoration and a re-spray (estimates and invoices on file). The interior was left original. It is worth noting that, in common with the other cars and motorcycles in the owner's collection, this E-Type has benefited from regular maintenance and upgrades, as well as rectification of minor faults, carried out by his own fully qualified fitter. Freshly MoT'd, this well maintained E-Type is offered with sundry bills, SORN paperwork, and an old-style V5C Registration Certificate.

£30,000 - 40,000

€34,000 - 45,000





374

## 1932 VALE SPECIAL TWO-SEATER SPORTS

Coachwork by Vale

Registration no. ALC 158

Chassis no. VS308

- Monte Carlo Rally finisher in 1934
- Known ownership history
- Restored in the late 1990s
- Former 'Best in Show' at the London Classic Car Show, Alexandra Palace



The Vale Special took its name from the Maida Vale district of North London where the company was based. Its designer was the Hon. PE Pellow, later the 9th Viscount Exmouth. Introduced in 1932, the first Vale Special used an 832cc Triumph Super Seven engine, which was carried in a Rubery Owen-supplied chassis; later models were Coventry-Climax-powered. The marque lasted from 1932 until 1935. According to *The Beaulieu Encyclopaedia of the Automobile*, a little over 100 Vale Specials were made.

The car offered here is one of a believed five running examples still in existence. Chassis number '308' (making it the 8th Vale Special produced) was purchased new for the sum of £195 by one CBE Morgan and issued with the London registration number 'ALC 158'. In 1934 Mr Morgan entered the Vale in the Monte Carlo Rally and finished 75th out of 114 cars competing.

In 1958 a Mr Strelitz, then 18 years of age, purchased 'ALC 158' for the sum of £65. He undertook a restoration and used the car as a daily driver. With a wedding pending in 1963, Mr Strelitz regrettably sold the Vale to a Mr Fawcett of Rugby for the sum of £150.

At a chance meeting in 1997, Mr Strelitz began a conversation with marque expert Dave Cox, who informed him that he had just purchased 'ALC 158' from Mr Fawcett. It was fate, and Mr Strelitz was able to repurchase the Vale, reuniting him with his old friend. He duly undertook a detailed and painstaking restoration.

'ALC 158' has remained in Mr Strelitz's care for the past 22 years and is a many-time show winner, one of the highlights of its concours career being judged 'Best in Show' at the London Classic Car Show at Alexandra Palace. 'ALC 158' was also featured in *Classic & Sports Car* magazine and is also featured in the book *Ave Atque Vale* by Dave Cox.

'ALC 158' comes with extensive provenance including letters of correspondence from marque expert Dave Cox; The Triumph Register confirming its early Monte Carlo history; and delightful letters of correspondence from *Motor Sport* magazine, Coventry Climax Engines Ltd, and Derrington Ltd. There is also an original printing block depicting 'ALC 158'. Offered with sundry bills, current MoT, and a V5C document, this is an exceptionally rare car with a wonderful provenance and in exceptional condition – quite possibly the best Vale in existence.

**£38,000 - 45,000**

**€43,000 - 50,000**

375

## 1962 VOLKSWAGEN TYPE 2 AMBULANCE

Registration no. 464 DYV

Chassis no. 820654

- One of nine ambulances built for the UK market
- Totally original
- Restored over the last four years



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear.

Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed.

By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1.6 to 2.0 litres before production ceased in 1978 with the introduction of the third generation.

This rare VW Type 2 ambulance is one of nine built for the UK market. We are advised by the private vendor that it is totally original, even retaining its original paintwork, seating, stretchers, engine (still on standard bores) and gearbox. All numbers match and the vehicle comes with a factory certificate and a V5C document. Restored in the last four years and said to be driving very well, this rare Volkswagen ambulance would be perfect for a wide variety of historic motoring and other events.

**£40,000 - 50,000**

**€45,000 - 56,000**



376

**2017 LAMBORGHINI AVENTADOR  
MIURA HOMAGE COUPÉ**

Registration no. not UK registered  
Chassis no. ZHWEC1ZDH8LA05525

- One of only 50 made
- One of a believed six right-hand drive examples
- Unused and 'as new'
- UK VAT paid in full
- Manufacturer's warranty valid until June 2020





"A brand-new and thoroughly original edition is born. A special edition Aventador Coupé which pays homage to the 50th anniversary of the Miura, the historic forerunner to Lamborghini's V12 super sports cars, through a design which combines history and style. With only 50 units to be made, the Aventador Miura Homage proves that Automobili Lamborghini looks to the future without forgetting its roots." – Lamborghini.

The Aventador was launched at the 2011 Geneva Motor Show, replacing the ageing Murciélago as Lamborghini's flagship model. Designed by Filippo Perini, the new mid-engine coupé borrowed heavily from Lamborghini's limited edition Reventón and its Estoque concept car. One of its more striking features was the scissor doors - a 21st Century supercar 'must have'.

Like its predecessors, the newcomer was powered by a V12 engine, in the Aventador's case an all-new 6½-litre unit producing 690bhp. Power reached the ground via a seven-speed semi-automatic gearbox and electronically controlled four-wheel drive transmission. A top speed of 359km/h (217mph) was claimed by the factory, yet the French *Sport Auto* magazine managed to wind 'their' car up to 370km/h (230mph).

Since the original's arrival, this is one of the most exclusive special editions offered. According to its maker: "The Aventador Miura Homage was created by the Lamborghini Ad Personam Studio with even the smallest details inspired by the Miura: the single-colour upper part of the body, available in the Miura's original 18 colours, contrasts with the lower part available in gold or matte silver. The Miura logo in black steel on the side, the Limited Edition plate inside the vehicle and the Miura 50th logo sewn onto the upper part of the seats all clearly define the exclusive character of the Aventador Miura Homage."

This car was purchased new from the Lamborghini main dealer in Sydney, Australia and is one of a believed six right-hand drive examples. The Aventador was purchased via a specialist Australian motor dealer in May 2017 (sales invoice on file) and imported into the UK in August 2017, since when it has been professionally stored with DK Engineering. UK import taxes paid it's unused and never driven, the car comes with an exterior cover; covers for the seats and steering wheel; two keys; a battery charger/conditioner; its original instruction books; and manufacturer's warranty valid until June 2020.

**£240,000 - 280,000**  
**€270,000 - 310,000**



377

*One owner from new*

**1995 ASTON MARTIN VANTAGE  
V600 COUPÉ**

Registration no. N88 AML

Chassis no. SCFDAM1585BR70113

- *V600 upgrade by Aston Martin Works Service in 2007*
- *10,693 miles since upgraded*
- *Full service history*
- *Serviced by Aston Martin Works in August 2018*
- *Excellent condition*







'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appear superficially similar few panels are shared, while beneath the skin the Vantage chassis boasts the kind of extensive re-engineering required to cope with the massive increase in performance. The latter comes courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the Chrysler Viper V10's 450lb/ft seem puny by way of comparison.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph and although a true top speed figure proved unobtainable, the car was reported as having already recorded 191mph while on test in France.

For those in need of even greater performance, there was the 'V600' package of enhancements, developed by Works Service and first made available in 1998, which raised engine output to some 600 horsepower and included up-rated suspension, brakes, wheels, etc.

This particular Vantage V600 is finished in Racing Green with cream/green leather interior. Equipped with the desirable manual transmission, its engine built at the factory by Ron Russell, '70113' has had only one owner from new having been purchased by the vendor as a 50th birthday present to himself. The Aston was first registered in his company's name. The stamped service booklet shows routine servicing by Grange Aston Martin of Brentwood, Essex from new until 2006 and then Aston Martin Works thereafter. There are numerous bills on file, including that for £82,895 issued by Aston Martin Works Service for the V600 upgrade, which was carried out in 2007 at 14,826 miles. V600 upgrades were made to the engine, five-speed gearbox, suspension, brakes, and traction control system, while the car also received the V600 grille and badge set. The speedometer was changed at the same time and the current odometer reading is 10,693 miles, making the total from new some 25,519 miles.

Reassuringly, the car was fully serviced at Aston Martin Works in August 2018 and is described by the private vendor as in generally excellent condition. Accompanying documentation includes sundry bills, an old-style logbook, current MoT, and a V5 registration document.

**£250,000 - 300,000**  
**€280,000 - 340,000**



**1957 MERCEDES-BENZ 220 S 'PONTON' COUPÉ**

Registration no. 787 UYX

Chassis no. 180037 7511652

- *Delivered new to Belgium*
- *Left-hand drive*
- *Known ownership history*
- *Relatively few owners*
- *Recent significant expenditure*



Built on the short wheelbase of the Cabriolet model, the 2.2-litre, six-cylinder 220 S Coupé was introduced in 1956 and changed little in the course of its comparatively short life, production ceasing in October 1959. Like its contemporaries, the 220 S Coupé featured a unitary construction bodyshell employing large, box-section side-members - hence the term 'Ponton'. Priced at DM21,500, the 220 S was one of the most expensive, and exclusive, models in the Mercedes-Benz range; only 1,251 were made between 1956 and 1959 compared with 2,178 Cabriolets.

This beautiful 220 S Coupé was driven and cared for over many years by its proud first owner, whose widow continued to use the car after his death. Together they drove the car approximately 75,000 kilometres (46,500 miles). After the owner's wife's death in 2001, the car was stored by Mercedes-Benz while its fate was decided. Louis Pint, a long-time Mercedes-Benz employee, looked after this 220 S and was able to purchase it once the lengthy legal proceedings concerning its inheritance had been concluded. In June 2005 the car was displayed at the premises of the Mercedes-Benz Club in the heart of Brussels. It was there that the immediately preceding owner fell in love with this 220 S coupé, of which only 14 are believed to exist in good order, and purchased it from Louis Pint. The new owner used the car sparingly.

In February 2013, the Mercedes was offered for sale at Bonhams' Grand Palais, Paris auction where it was purchased by a collector. At that time the car displayed a total of approximately 81,100 kilometres (50,400 miles) on the odometer, and was said to have been serviced annually by a retired Mercedes-Benz mechanic. The car was described as in very good condition, both mechanically and bodily, and said to need only a few minor improvements to bring it back in showroom condition.

Subsequently the new owner had significant works carried out in the UK by Ponton specialist Roger Edwards (new fuel tank and pump, brake system, hubs, carburettor overhauled, and regular servicing). Frank Dale & Stepsons have overhauled the suspension, and there are recent bills on file totalling circa £16,000. Earlier this year the Mercedes happily completed a rally to Germany and is MoT'd to May 2020. The car also comes with a Mercedes-Benz dating letter, copy build sheet, and a V5C document.

With few owners and relatively little used, this rare 220 S coupé represents a wonderful opportunity for the discerning collector to own one of these graceful, limited-edition Mercedes-Benz models of the classic era.

**£45,000 - 50,000**  
**€50,000 - 56,000**

379

## 1989 FERRARI 328 GTS TARGA COUPÉ

Coachwork by Pininfarina

Registration no. D328 OKO

Chassis no. ZFFWA20C000066767

- Pre-ABS model
- One of 292 RHD UK-supplied cars
- Four owners and 12,004 miles from new
- Serviced by Stratstone Ferrari in 2018



Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Originally badged as a Dino, the all-new 308 GT4 2+2 took over from the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received, but the performance of the amidships-mounted double-overhead-camshaft 3-litre V8 certainly was, and a new two-seater car using a dry-sumped version of the same power unit debuted at the Paris Salon in 1975. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling.

Subsequently updated with four-valves per cylinder, the 308 was superseded by the mechanically similar but larger engined 328 GTB in 1985. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds.

On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators and deeper rear valance.

Its underlying beauty though, could not be disguised. "If the sublime purity of the original shape has been corrupted, its striking appearance has not," declared *Motor* magazine. "In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car."

Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

A pre-ABS model, this rare UK delivered 328 GTS has had only four owners in total and has been part of a private collection for the last two decades. 'D328 OKO' comes complete with its original Ferrari wallet, service booklet, owner's manual, tool kit and jack, a spare wheel, a spare belt, V5C document, and current MoT.

Benefitting from a 2018 service by Stratstone Ferrari and a recent MoT, the car is described by the vendor as in excellent condition.

**£60,000 - 80,000**  
**€67,000 - 90,000**



380 N

**1926 BENTLEY 3-LITRE SPEED MODEL  
SPORTS TOURER**

Registration no. YN 9348 (see text)  
Chassis no. SR1421

- *Desirable short chassis Speed Model*
- *Originally bodied as a tourer by Vanden Plas*
- *Recent engine rebuild*





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

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change.

The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the Tourist Trophy Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'Sloper' carburetors, a higher compression ratio, different camshaft, and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted.







These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) André Hartford shock absorbers. Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork.

This 3-Litre Speed Model left the works in April 1926 fitted with a four-seater body by Vanden Plas. The car was first registered as 'YN 9348' and sold new to a Mr CG Blaxter. At time of cataloguing little had come to light concerning its subsequent history. However, on file is a copy of a 1970s *BDC Review*'s report on a visit to Tony Townsend's Elmdown Engineering, which included a photograph of 'YN 9348'. The car was described as "Complete rebuild and new body, etc, 71. Owner: David Burrows. Car now in for 500 miles check over and service".

Also on file are invoices dating from 2013/2014 issued by Gentry Engineering of Worminghall, Buckinghamshire for various works including a full engine rebuild (perusal recommended). The car also comes with a Society of Automotive Historians dating letter. In recent years the Bentley has been domiciled abroad, and prospective UK-based purchasers are advised to consult the DVLA with regard to the availability or not of the original registration 'YN 9348'.

**£385,000 - 400,000**

**€430,000 - 450,000**





381

*The only Land Rover used in two consecutive James Bond movies; Skyfall and Spectre*

**2011 LAND ROVER DEFENDER SVX  
'SPECTRE' 4X4 UTILITY**

Registration no. VX61 BGV  
Chassis no. SALLDHFS8AA797848

- *Used in the filming of the James Bond movies Skyfall (2012) and Spectre (2015)*
- *One of several 2011 metallic grey Defender 110 Double-Cabs used in Skyfall*
- *Latterly modified by Land Rover SVO for use in the Spectre film*
- *One of ten SVX 'Spectre' editions*
- *Impeccable provenance*





One of the 'SVX' Defenders during the filming of 'Spectre'



Representing arguably the ultimate version of Land Rover's iconic Defender, the example offered here was used during the filming of the 24th and latest film of the James Bond franchise, *Spectre*, set in the Austrian Alps and released in 2015. *Spectre* is the seventh James Bond film to feature a Land Rover, the first being *Octopussy* (1983).

SPECTRE (Special Executive for Counterintelligence, Terrorism, Revenge and Extortion) first appeared in Ian Fleming's James Bond novel *Thunderball* (1961) and in the film *Dr No* (1962) led by super-villain Ernst Stavro Blofeld. Clearly, the operatives of such a criminal organisation would need their own specially adapted vehicles to cope with the Alpine terrain, so Sony Pictures contacted Jaguar Land Rover's Special Vehicle Operations (SVO) division to supply the required Defenders.

In its standard form the friendly and familiar Defender would have lacked the aura of menace required for the SPECTRE vehicles, so the movie cars were sent to marque specialists Bowler, a company recognised for over 30 years as market leaders in the design, engineering, and production of class-leading custom vehicles. Bowler then transformed them from standard Defender 110 crew-cab models to the 'Bowler racing specification' worthy of a Bond villain, including an engine upgrade, 4-point harnesses and full roll cage that runs both internally and externally.

Finished in sinister Santorini Black, the result was the SVX, or Spectre Defender, with huge 37"-diameter all-terrain tyres granting the nickname 'Bigfoot'.

In fact, the original requirement for Spectre had been for nine such vehicles, but after all chassis had been delivered, the film's directors and stunt co-ordinators decided that 10 'Bigfoots' were required. As luck would have it, in a corner of SVO's busy engineering workshop sat a forgotten piece of film history: the one remaining Stornoway Grey Metallic Defender 110 that 007's field agent Eve, played by Naomie Harris, had driven in the preceding Bond movie, *Skyfall*. So chassis number '797848' was upgraded to 'Spectre' specification by Land Rover SVO and pressed into action once more, though on this occasion on the side of the villains. This decision makes '797848' unique as the only Land Rover to have appeared in two consecutive Bond films. The silver interior finish left over from *Skyfall* is still visible.

Accompanying provenance includes a Spectre plaque; SVO and Land Rover signed correspondence; SVO bill of sale; full build specification; logbook stating 'prototype' with Land Rover Company Vehicles Engineering Fleet the one previous owner from new, current MoT; V5C Registration Certificate; sundry bills; and Austrian show plates.  
**£180,000 - 220,000**  
**€200,000 - 240,000**

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



**2004 TOYOTA TF104B FORMULA 1 MONOPOSTO**

Chassis no. TF104B-08B

- *Formula 1 car from the 3.0-Litre V10 era*
- *One of 11 chassis built for 2004*
- *Believed used for testing and/or display purposes*



Toyota first announced plans to participate in Formula 1 in January 1999 and made its debut in 2002. The new Formula 1 team grew from the Japanese manufacturer's established Toyota Motorsport GmbH organisation, based in Germany. Unusually, Toyota opted to start its own works team from scratch rather than collaborate with an established chassis manufacturer or racing team.

Designed by Gustav Brunner, the Panasonic-sponsored Toyota TF102 made its racing debut at the first round of the 2002 season, held in Australia. The team's drivers were the Finn Mika Salo and Scot Alan McNish, yet despite their talents and, reportedly, having one of the biggest budgets in Formula 1, Toyota scored only two points all year. Brazilian Cristiano de Matta and Frenchman Olivier Panis replaced Salo and McNish for 2003, with a best result of 5th place in Germany. By the end of the year the team had accumulated 16 points, an improvement on the previous season but they were still only 8th in the Constructors' Championship.

Toyota retained their driver line-up for 2004, which would turn out to be yet another difficult season. Designer Mike Gascoyne, formerly with Jordan and Renault, was brought in to oversee development, and the car improved during the year. Personnel changes saw da Matta depart and fellow Brazilian Ricardo Zonta, the team's third driver, promoted as his replacement.

After four rounds Zonta was replaced by Italian Jarno Trulli, formerly with Renault. Toyota scored just over half the points they managed in 2003, but equalled their best finish of 5th at the United States Grand Prix with Panis, and repeated their 8th place in the Constructors' Championship.

Despite scoring a point in their first-ever race, Toyota never won a Grand Prix, their best finish being 2nd position, which they achieved five times – in 2005, 2008, and 2009. A well-funded team that consistently under-performed, Toyota announced its withdrawal from Formula 1 in November 2009, ending the team's involvement in the sport after eight seasons.

Toyota built 11 chassis for the 2004 season and used nine of them in races, numbers '05' and '08' (the car offered here) being the exceptions. Formerly a test car, this example was purchased directly from Toyota by the current vendor after the engine, transmission, and electronics had been removed, and thus is sold for display purposes only.

**£60,000 - 80,000**

**€67,000 - 90,000**

383

## 2000 BENTLEY ARNAGE RED LABEL SPORTS SALOON

Registration no. TIG 2291

Chassis no. SCBLC32EXYCH05421

- Collectible modern Bentley
- circa 24,000 miles from new
- Full service history
- Present ownership since October 2017



Emphasising its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at La Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new 4.4-litre 32-valve twin-turbocharged V8 power unit. However, Bentley's subsequent acquisition by Volkswagen resulted in a partial volte face, with the 'old' 6.75-litre push-rod V8 being reintroduced on some models, beginning with the Arnage Red Label in 1999.

The BMW-engined car lived on as the Green Label, while the Red Label boasted redesigned front suspension to cope with the heavier 'big block' engine, together with brakes of increased diameter. In addition, subtle alterations were made to the interior, resulting in 2" more legroom for rear seat passengers, while features that had previously been 'extras' (power-fold door mirrors, for example) were included as standard.

Despite its older and simpler engine, the Red Label amply demonstrated the truth of the old saying: 'there's no substitute for cubic inches', comfortably eclipsing its more-modern sibling in the horsepower stakes, producing 420bhp to the Green Label's 350. The larger engine's stupendous torque, available from idling speed upwards, made the Green Label's five-speed automatic transmission superfluous so the Red Label reverted to the four-speed auto 'box.

This wonderful Arnage Red Label comes with full Bentley service history up to October 2017 when it was purchased by the current vendor. Since then the Bentley has been maintained by Harwoods of Pulborough, who have carried out two services (in December 2017 and February 2019). Finished in silver with beige hide interior, this very well cared-for car is described by the private vendor as in superb condition in all respects. Accompanying documentation includes a V5C Registration Certificate, current MoT certificate, and the aforementioned service history.

**£25,000 - 32,000**  
**€31,000 - 36,000**



384

**1964 ASTON MARTIN DB5 4.7-LITRE  
SPORTS SALOON**

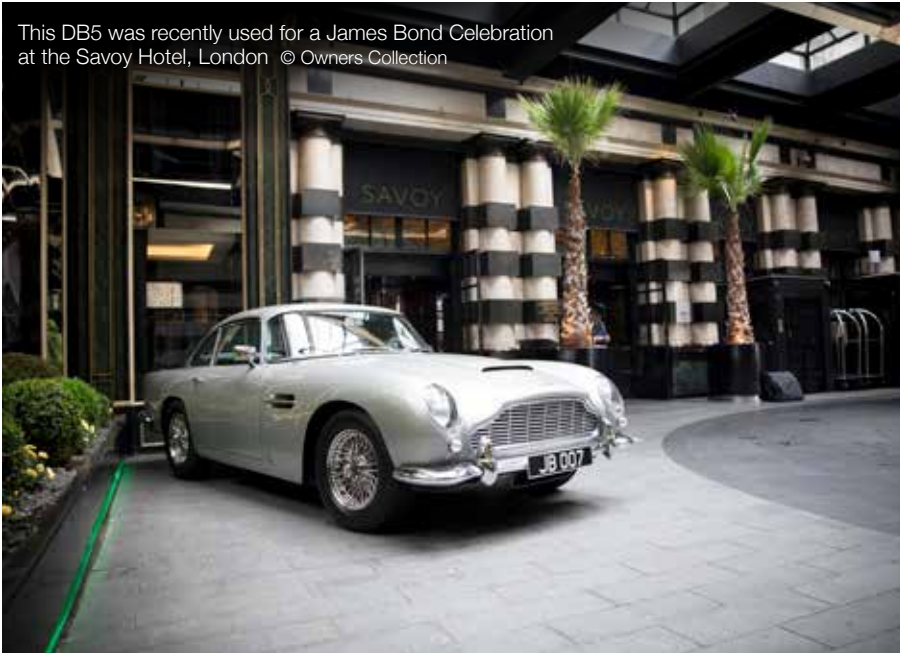
Registration no. JGC 702C  
Chassis no. DB5/1751/R

- Restored by RS Williams in 1999
- Extensively upgraded
- Present ownership since November 2013
- Well maintained
- The most famous of all 'James Bond' Aston Martins





This DB5 was recently used for a James Bond Celebration at the Savoy Hotel, London © Owners Collection



'Racing has played a major part in the development of all Aston Martin engines since Frank Halford designed the original 1.5-litre unit for Bamford & Martin. The 3,995cc 6-cylinder light alloy engine fitted to the DB5 is in all major respects the same as that which powered the 4-litre prototype which ran in the 1962 and 1963 Le Mans 24-Hour races.' – *Autocar*, 21st May 1965.

Aston Martin's post-war evolution had taken a giant step forward in 1958 with the launch of the DB4. Classically proportioned, the Touring-designed body established an instantly recognisable look that would stand the marque in good stead until 1970 and is still being referenced in today's Aston Martins. At its launch in October 1958, the DB4 marked a major turning point for Aston Martin as it was the first car of the David Brown era which neither used a chassis derived from the experimental Atom of 1939 nor an engine co-designed by W O Bentley. Moreover, it was the first Aston Martin to carry *Carrozzeria* Touring's 'Superleggera' bodywork, in which light alloy panels were fixed to a supporting framework of light-gauge steel tubes.

Although styled by Touring, the DB4's gorgeous fastback coachwork was built under license at Newport Pagnell by Aston Martin, which employed some of the finest panel beaters in the industry. The result was a car whose sleek lines were described as 'unmistakably Italian and yet... equally unmistakably Aston Martin'. When the DB4 was introduced, it was Britain's most powerful and fastest production car, and its aerodynamically styled, all-aluminium, Superleggera coachwork looked sensational, establishing a look that would endure for the next dozen years.

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

The Aston Martin DB4 was also the first of the DB models to employ the entirely new engine designed by Tadek Marek, which had first been seen at Le Mans the previous year in the DBR2.





A Polish engineer who had joined the company in 1954, Marek had previously enjoyed a racing career and posts with General Motors and FIAT in Poland. He had designed tanks during WW2 and had arrived at Newport Pagnell from Austin. An all-alloy, twin-overhead-camshaft six like its predecessor, Marek's new 3,670cc engine featured 'square' bore and stroke dimensions of 92mm and developed its maximum power of 240bhp at 5,500rpm. The David Brown gearbox was a new four-speed all-synchromesh unit.

Five (unofficially designated) series were built as the model gradually metamorphosed into the DB5. Introduced in July 1963, the Aston Martin DB5 boasted a 4.0-litre engine, this enlarged unit having been seen first in the Lagonda Rapide of 1961. Equipped with three SU carburetors, the '400' engine produced 282bhp at 5,500rpm and was mated to a four-speed/overdrive gearbox, a 'proper' ZF five-speed unit being standardised later.

The DB5's distinctive cowl'd headlamps had first appeared on the DB4GT and the newcomer was the same size as the lengthened, 'Series V' DB4. Outwardly there was little to distinguish the DB5 from the last of the DB4s apart from twin fuel filler caps, though these had already appeared on some cars. Beneath the skin however, there were numerous improvements including alternator electrics, Girling disc brakes instead of Dunlops, Sundym glass, electric windows and an oil pressure gauge as standard equipment.

From September 1964 the 314bhp, triple-Weber Vantage engine became available and was fitted to a total of 95 cars. The DB5 was also offered in convertible form (the 'Volante' name would not be applied to the soft-top Aston until the DB6's arrival) while independent coachbuilder Harold Radford offered a shooting brake conversion. 1,021 DB5s were manufactured between July 1963 and September 1965, a total that included 123 convertibles and 12 shooting brakes.





The DB5 was the first and remains the most famous of all the 'James Bond' Aston Martins, having appeared in no fewer than five movies of the series, beginning with *Goldfinger* in 1964. Equipped with rocket launchers and sundry other gadgets, 007's DB5 was finished in Silver Birch with red interior, in which specification it was later issued by Corgi Toys.

This DB5 left the factory in September 1964 finished in Dubonnet with black trim, and according to the accompanying BMIHT Certificate was equipped with chrome road wheels, heated rear window, Motorola radio with powered aerial, two Marchal fog lamps, and Selectaride adjustable shock absorbers. The Aston was despatched to the J Blake & Company dealership.

The earliest ownership document available is an old-style continuation logbook issued in 1971 and listing three owners, while there are also details in the file of all custodians from 1997 to the present day. The history file also contains numerous invoices for servicing, maintenance, and more extensive restoration work, many issued by renowned marque specialists, RS Williams Ltd.

A signed letter from RS Williams confirms details of a most extensive restoration (carried out in 1999).

These works included the following:

- Corrosion cut out and new panels welded into position
- Gearbox and rear axle rebuilt as found necessary
- Front and rear suspension rebuilt
- Car rewired and converted to negative earth
- Engine converted to 4.7-litre unleaded specification
- Car stripped back to bare metal and re-sprayed in RSW Green
- Car re-trimmed in Elephant Black Connolly hide with grey Wilton carpeting
- New aluminium wheels and Borrani spinners fitted
- Stainless steel front and rear bumpers were fitted
- All chrome re-plated
- Mileometer set to zero at request of owner (details of speedometer changes are on file)

Documented upgrades include air conditioning, satellite navigation, RSW aluminium radiator, electric cooling fan, inertia reel seatbelts, Alpine CD changer, and RSW telescopic rear shock absorbers. In the present ownership since November 2013, this well maintained and extensively upgraded Aston Martin DB5 is presented in very good condition throughout. A spare set of wheels/tyres is included in the sale.

**£700,000 - 800,000**

**€780,000 - 900,000**



385

**1985 FERRARI 308 GTS QV TARGA COUPÉ**

Coachwork by Pininfarina/Scaglietti

Registration no. B308 LFP

Chassis no. ZFFLA13C000055989

- *Rare UK-delivered right-hand drive model*
- *Original registration mark*
- *Known ownership history*
- *Circa 15,419 miles from new*
- *Comprehensive history file*







Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8-engined road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3.0-litre quad-cam engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph. Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the introduction of an open GTS version with Targa-style removable roof; the adoption of Bosch K-Jetronic fuel injection; and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (Qv) model in 1982.

Representing the 308 in its ultimate, Quattrovalvole form, this rare right-hand drive example of Ferrari's first Pininfarina-styled V8 road car was delivered new in the UK to a Mr H Prew-Smith on 22nd March 1985 and registered as 'B308 LFP'. The Ferrari was delivered finished in Rosso Corsa with Rosso-piped Crema hide upholstery and red carpets, and was equipped with air conditioning and the deep front spoiler.

A few months later, on 21st November 1985, the car was acquired from Mr Prew-Smith by a Mr JM Castle, and in October 2001 passed into the ownership of Mrs ZJ Castle. The current vendor has owned the Ferrari since 24th September 2015. From 2002 the registration changed to 'JC 2354' but has since reverted to the original 'B308 LFP'.

The comprehensive history file contains the original Ferrari wallet; Blaupunkt radio manual; Ferrari 308 Quattrovalvole owner's manual; Warranty Card and Owner's Service Book; Mondial Assistance UK Emergency Cover booklet; and a 1985 Sale and Service Organisation booklet. Also on file are numerous expired tax discs and MoT certificates verifying the recorded mileage, the most recent (2015) showing 15,419 miles. Other documentation includes some Ferrari main dealer correspondence and service history; Maranello Concessionaires Ltd invoice and price list; Ferrari production booklet and brochure; Ferrari Spare Parts Catalogue; an unopened letter from Ferrari; Weber carburettors instruction pack; Ferrari Owners Club information pack in Mrs ZJ Castle's name; and an A4 paper printout of photographs taken on the Ferrari 308 production line. Offered fresh from pre-sale servicing by Meridien Modena, Southampton, this quite exceptional Quattrovalvole is presented in immaculate condition.

**£80,000 - 100,000**  
**£90,000 - 110,000**



386

**2009 MERCEDES-BENZ SL65 AMG  
BLACK SERIES COUPÉ**

Registration no. SL55 BLK

Chassis no. WDB2304 792F159645

- One of 350 made
- One of only 12 UK delivered cars
- Mercedes-Benz service history
- 21,050 miles from new







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Offered here is a beautiful SL65 AMG Black Series, the third of this evocatively titled and exclusive limited-edition family that had begun with SLK55 of 2006. Intended as even more highly developed versions of Mercedes-Benz's AMG performance models, the Black Series consists of two-seater fixed-head coupé designs only. In the case of the SL65, this meant abandoning the 'ordinary' version's folding metal hardtop in favour of a fixed carbon fibre roof, which also made room for the Black Series' retractable rear spoiler.

The SL65 AMG Black Series was unveiled at Monterey in 2008. The base-car SL65 AMG's 6.0-litre V12 engine was retained for the Black Series, but received larger turbochargers, a bigger intercooler, a new exhaust system and a suitably remapped ECU, resulting in an increase in maximum power to 670bhp (approximately a 10% improvement over the stock SL65 AMG) while torque went up to a mighty 737lb/ft, delivered between 2,200 and 4,200 revs.

AMG's engineers not only increased engine output but also trimmed 250kg (550lb) off the car's all-up weight courtesy of additional carbon fibre panels, further improving the power-to-weight ratio. The result was a 0-60mph time of 3.8 seconds, while top speed was electronically limited to 199mph. This stupendous performance reached the road via AMG's Speedshift Plus multi-mode five-speed automatic gearbox.

Mercedes-Benz recognised that many Black Series customers would wish to enjoy their cars on the racetrack (where else could one safely enjoy its performance to the full?) and thoughtfully made the multi-link rear suspension adjustable. The SL65 AMG Black Series rolled on AMG light-alloy wheels - 19.5" at the front, 20" at the rear - while stopping power was provided by 6-pot callipers at the front, 4-pot at the rear. Only 350 of these amazing cars were made, and all found customers despite a price tag of around a quarter of a million pounds.

This rare, right-hand drive SL65 AMG Black Series has had only three former keepers. Described by the vendor as in excellent condition throughout, the car has covered only 21,050 miles from new and comes complete with Mercedes-Benz service history and Service Plan. Offered with a recently completed MoT, 'SL55 BLK' offers a possibly once-in-a-lifetime opportunity to acquire one of these fabulous limited-edition supercars.

**£160,000 - 200,000**  
**€180,000 - 220,000**

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



387

**1974 LAMBORGHINI ESPADA  
SERIES III COUPÉ**

Coachwork by *Carrozzeria Bertone*

Registration no. DOY 217M

Chassis no. 9410

- *Rare UK-supplied right-hand drive model*
- *Desirable manual transmission model*
- *Restored in 2018*







*Carrozzeria Bertone* unveiled one of its motor show sensations at the 1967 Geneva event, the Marzal. This dramatic concept car was seen as an approach to a four-seat Lamborghini... and it turned out to be a forerunner of the Espada, a genuine four-seater and a distinctive 1960s supercar.' – David Hodges, 'Lamborghini – The Legend'.

A mere five years after introducing its first car and three years after launching the sensational Miura, Lamborghini again up-staged Ferrari by announcing a full four-seater at the 1968 Geneva Motor Show. Named after a matador's sword, the Espada was styled along lines similar to those of the stillborn, rear-engined, six-cylinder Marzal but carried its 4.0-litre, four-cam V12 up front. The latter - first seen in the 400GT and used also by the contemporary Islero - produced 325bhp, an output sufficient to propel the distinctive, Bertone-styled coupé to 150mph. Islero running gear was employed but wedded to a platform-type, semi-monocoque chassis rather than the former's tubular frame.

Introduced in January 1970, the Series II cars came with an extra 25bhp, 155mph top speed, an improved dashboard layout and the option of power assisted steering. The dashboard was revised yet again in late 1972 for the Series III, which also incorporated power steering as standard, up-rated brakes, minor suspension improvements, and a restyled front grille.

Espada production ceased in 1978 after 1,217 of these imposing cars had been built. Even today there are few cars that can match the on-road presence of the Espada.

Testing a prototype Espada in 1968, *Autocar* found Lamborghini's new family-sized supercar to be 'perfectly practical as a full four seater for long journeys' while possessing the 'seven-league-boots' of the 400GT. Clearly highly impressed by the Espada, the esteemed British motoring magazine concluded, 'when styling is added to the well-known Lamborghini engineering, the offering is almost irresistible'. Who would disagree?

A rare right-hand drive model supplied new in the UK, this Espada Series III was extensively restored in 2018 with exemplary attention to detail, the paintwork being entrusted to Bodyworks of Manchester and the full interior re-trim to Mike Hammond (Auto Interiors). In addition, the car has recently benefited from full service and re-balancing the carburettors. Restoration bills are on file and the car also comes with a V5C Registration Certificate and current MoT.

Finished in stunning and harmonious combination of Rosso with contrasting and equally beautiful cream leather interior, this jaw-dropping right-hand drive Espada is presented in spotlessly clean cosmetic order throughout.

**£70,000 - 80,000**  
**€78,000 - 90,000**





Adam Swords Photography

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*Prototype developed by Carroll Shelby in collaboration with Alejandro de Tomaso  
Built to compete in the USRRC series that Shelby had dominated with the Cobra*

**1965 SHELBY / DE TOMASO P70 CAN-AM SPORTS RACER**

*Designed by Peter Brock with Coachwork by Carrozzeria Fantuzzi*





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### 1981 DUCATI 900SS

£15,000 - 20,000 \*





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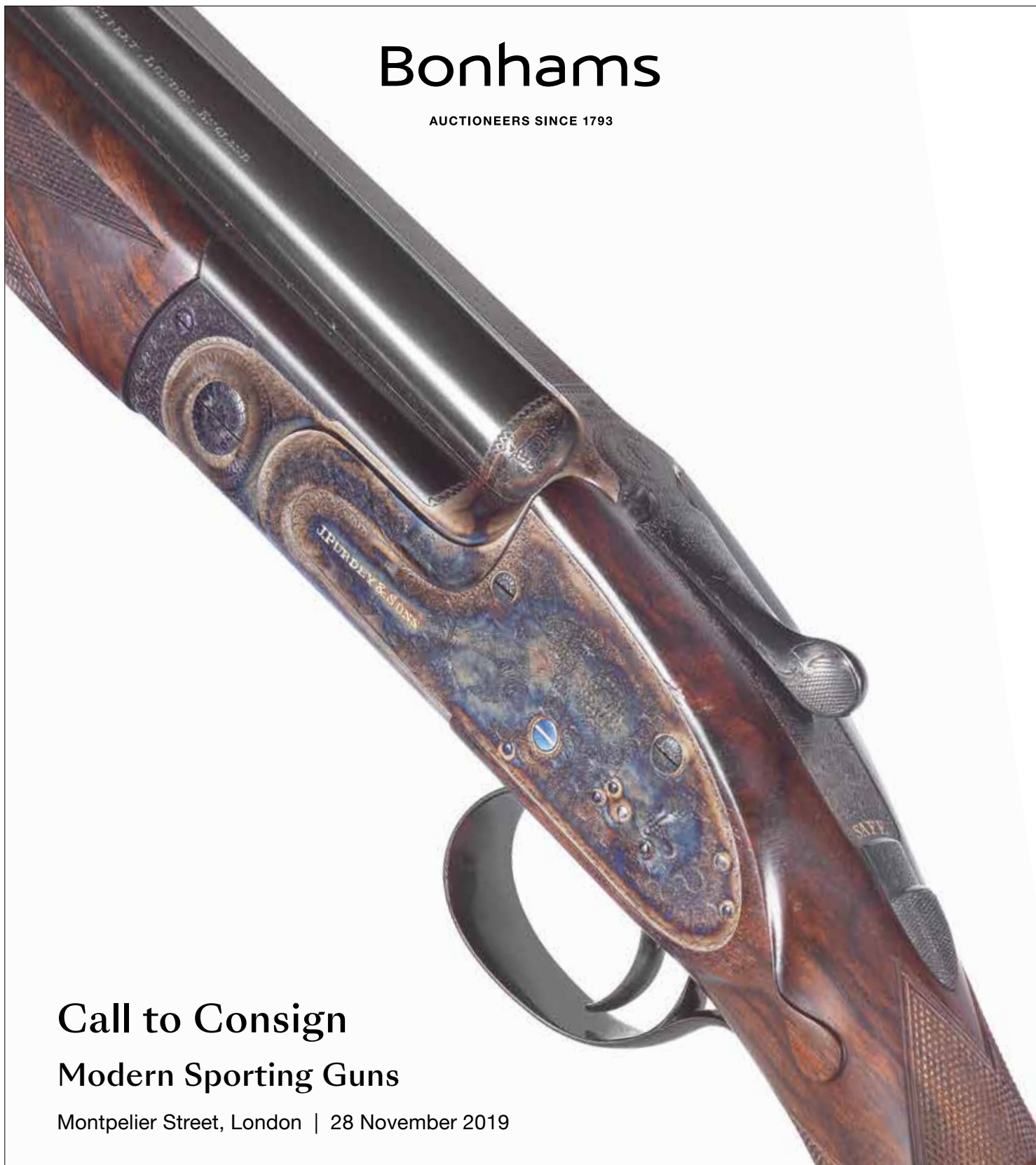
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### CLOSING DATE

10 October 2019

### ENQUIRIES

Patrick Hawes  
+44 (0) 20 7393 3815  
patrick.hawes@bonhams.com  
[bonhams.com/guns](http://bonhams.com/guns)

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8 SEPT	ROUND 8	<b>LOTON PARK HILL CLIMB</b>
28 SEPT	ROUND 9	<b>PRESCOTT LONG COURSE</b>

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THE VINTAGE SPORTS-CAR CLUB  
THE OLD POST OFFICE | WEST STREET | CHIPPING NORTON | OXFORDSHIRE | OX7 5EL  
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## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

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

### 2. LOTS

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

will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

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

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### **Contractual Description of a Lot**

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

#### **Estimates**

In most cases, an Estimate is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any *VAT* or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

#### **Condition Reports**

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

#### **The Seller's responsibility to you**

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

#### **Bonhams' responsibility to you**

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

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

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

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

#### **Alterations**

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

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

### 4. CONDUCT OF THE SALE

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



## 5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

### Bidding in person

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

### Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

### Bidding by post or fax

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

### Bidding via the internet

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

*Bonhams* will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

### Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

**You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.**

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or *Absentee Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

## 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder* including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

## 7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles  
15% on the first £500,000 of the *Hammer Price*  
12% from £500,001 of the *Hammer Price*

(b) Automobilia  
25% up to £175,000 of the *Hammer Price*  
20% from £175,001 to £3,000,000 of the *Hammer Price*  
12.5% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the *Catalogue*.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

## 8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

## 9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

### Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our *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.

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

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**Cash:** you may pay for *Lots* purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

**Debit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only).** There is no limit on payment value if payment is made in person using Chip & Pin verification.

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

**Credit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only).** There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

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

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the Sale of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such Sale would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or be detrimental to *Bonhams'* reputation.

## 10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to Sale Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the Sale are set out in the *Catalogue*.

## 11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)  
Wildlife Licensing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the *Lot*.

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any Sale in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.



## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

### Licensing Requirements

#### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

### Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

## 19. JEWELLERY

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

#### Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

#### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

#### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

#### Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

#### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

#### SYMBOLS

##### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This *lot* contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

\*, †, \*, G, Ω, α see clause 8, VAT, for details.

#### DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from [info@bonhams.com](mailto:info@bonhams.com)

#### APPENDIX 1

#### CONTRACT FOR SALE

**IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.**

**Under this contract the Seller's liability in respect of the quality of the Lot, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.**

## 1 THE CONTRACT

- 1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

## 2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);

- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;

- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

## 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in



	<p>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 in full any sums due in accordance with this paragraph, the Seller will have the rights set out in paragraph 8 below.</p>	<p>8.1.5 to take legal proceedings against you for any sum due under the Contract for Sale and/or damages for breach of contract;</p> <p>8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;</p>
<p>3.2 Except as provided in paragraph 2.1.5, the Seller does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any Description of the Lot or any Estimate in relation to it, nor of the accuracy or completeness of any Description or Estimate which may have been Bonhams. No such Description or Estimate is incorporated into this Contract for Sale.</p>	<p><b>7 COLLECTION OF THE LOT</b></p> <p>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.</p> <p>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.</p>	<p>8.1.7 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless the Buyer buys the Lot as a Consumer from the Seller selling in the course of a Business) you hereby grant an irrevocable licence to the Seller by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal Business hours to take possession of the Lot or part thereof;</p> <p>8.1.8 to retain possession of any other property sold to you by the Seller at the Sale or any other auction or by private treaty until all sums due under the Contract for Sale shall have been paid in full in cleared funds;</p>
<p><b>4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY</b></p> <p>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.</p>	<p>7.3 You should note that Bonhams has reserved the right not to release the Lot to you until its investigations under paragraph 3.11 of the Buyers' agreement set out in Appendix 2 have been completed to Bonhams' satisfaction.</p> <p>7.4 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.</p>	<p>8.1.9 to retain possession of, and on three months' written notice to sell, Without Reserve, any of your other property in the possession of the Seller and/or of Bonhams (as bailee for the Seller) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such Sale in satisfaction or part satisfaction of any amounts owed to the Seller or to Bonhams; and</p>
<p>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.</p>	<p>7.5 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.</p>	<p>8.1.10 so long as such goods remain in the possession of the Seller or Bonhams as its bailee, to rescind the contract for the Sale of any other goods sold to you by the Seller at the Sale 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 Seller or to Bonhams by you.</p>
<p><b>5 RISK, PROPERTY AND TITLE</b></p> <p>5.1 Risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you on the fall of the Auctioneer's hammer in respect of the Lot, or upon collection of the Lot if earlier. 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 beyond 7 days from the day of the fall of the Auctioneer's hammer until you obtain full title to it.</p>	<p>7.6 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.</p>	<p>8.2 You agree to indemnify the Seller against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to Bonhams in order to obtain the release of the Lot) incurred by the Seller (whether or not court proceedings will have been issued) as a result of Bonhams 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 Seller becomes liable to pay the same until payment by you.</p>
<p>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.</p>	<p>8.1 If the Purchase Price for a Lot is not paid to Bonhams in full in accordance with the Contract for Sale, the Seller will be entitled, with the prior written agreement of Bonhams but without further notice to you, to exercise one or more of the following rights (whether through Bonhams or otherwise):</p>	<p>8.3 On any resale of the Lot under paragraph 8.1.2, the Seller will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the Lot, after the payment of all sums due to the Seller and to Bonhams, within 28 days of receipt of such monies by him or on his behalf.</p>
<p><b>6 PAYMENT</b></p> <p>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.</p> <p>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</p>	<p>8.1.1 to terminate immediately the Contract for Sale of the Lot for your breach of contract;</p> <p>8.1.2 to resell the Lot by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p> <p>8.1.3 to retain possession of the Lot;</p> <p>8.1.4 to remove and store the Lot at your expense;</p>	<p><b>9 THE SELLER'S LIABILITY</b></p> <p>9.1 The Seller will not be liable for any injury, loss or damage caused by the Lot after the fall of the Auctioneer's hammer in respect of the Lot.</p> <p>9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the Seller will not be liable for any breach of any term</p>

that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.

9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,

9.3.1 the *Seller* 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 *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;

9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;

9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, 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 *Seller's* 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* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.

9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

## 10 MISCELLANEOUS

10.1 You may not assign either the benefit or burden of the *Contract for Sale*.

10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial

cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* 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 *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.

10.5 If any term or any part of any term of the *Contract for Sale* 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.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *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.

## 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 WITH BONHAMS

**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	<b>PERFORMANCE OF THE CONTRACT FOR SALE</b>		or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.		paragraph 4.2. These storage fees form part of our Expenses.
	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.	3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:	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.
		3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;		
3	<b>PAYMENT AND BUYER WARRANTIES</b>				
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:	3.10.2	your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;	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.
3.1.1	the Purchase Price for the Lot;	3.10.3	funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;	4.7	You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
3.1.2	a Buyer's Premium in accordance with the rates set out in the Notice to Bidders on each lot, and	3.10.4	items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and	4.8	You will be wholly responsible for any removal, storage, or other charges for any 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.
3.1.3	if the Lot is marked [A], 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.	3.10.5	that you consent to Bonhams relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.	5	<b>STORING THE LOT</b>
3.2	You must also pay us on demand any Expenses payable pursuant to this agreement.	3.11	We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the Seller, to our satisfaction at our discretion, we shall be entitled to retain Lots and/or proceeds of Sale, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.		We agree to store the 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 3, 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.
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.	4	<b>COLLECTION OF THE LOT</b>	6	<b>RESPONSIBILITY FOR THE LOT</b>
3.4	Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.	4.1	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, and once we have completed our investigations under paragraph 3.11 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.	6.1	Title (ownership) in the Lot pass to you on payment of the Purchase Price to us in full in cleared funds, although we reserve the right not to release the Lot to you until our investigations have been completed to our satisfaction under paragraph 3.11.
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.	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.	6.2	Please note that under the Contract for Sale, the risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot if earlier, and you are advised to obtain insurance in respect of the Lot as soon as possible after the Sale.
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.	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.	7	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>
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.	4.4	If you have not collected the Lot by the date specified in the Notice to Bidders, you authorise us, acting in this instance 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	7.1	If all sums payable to us are not so paid in full at the time they are due and/or the Lot is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the Seller):
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:				
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or				
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.				
3.9	You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion				

7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.5	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
7.1.12	having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i> , so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
7.2	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.	<b>9</b>	<b>FORGERIES</b>	10.2.2	changes in atmospheric pressure; nor will we be liable for:
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.	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.3	damage to tension stringed musical instruments; or
		9.2	Paragraph 9 applies only if:	10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and	10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
		9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and		
		9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .		
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
		9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or		



10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.

You may wish to protect yourself against loss by obtaining insurance.

10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

#### 11 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.

but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

#### 12 MISCELLANEOUS

12.1 You may not assign either the benefit or burden of this agreement.

12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.

12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.

12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.

12.8 In this agreement "including" means "including, without limitation".

12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

12.10 Reference to a numbered paragraph is to a paragraph of this agreement.

12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to

confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.

12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

#### 13 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

#### DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

#### APPENDIX 3

#### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

#### LIST OF DEFINITIONS

"**Additional Premium**" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"**Auctioneer**" the representative of *Bonhams* conducting the *Sale*.

"**Bidder**" Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

"**Bidding Form**" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"**Bonhams**" *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"**Book**" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"**Business**" includes any trade, *Business* and profession.

"**Buyer**" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and *Definitions* and *Glossary*.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the *Conditions of Business*.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract of Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the *Conditions of Business*.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the *Conditions of Business*.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the *Conditions of Business*.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), "*Seller*" includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the *Conditions of Business* by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist in the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a *Specialist Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the *Conditions of Business* or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the *Artists Resale Right Regulations 2006*.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
  - (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
    - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
    - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
  - (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
  - (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
  - (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
    - (a) the seller;
    - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
    - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."



# Bonhams Specialist Departments

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## 19th Century Paintings

London  
Charles O' Brien  
+44 20 7468 8360  
New York  
Madalina Lazen  
+1 212 644 9108

## 20th Century British Art

London  
Matthew Bradbury  
+44 20 7468 8295

## 20th Century Fine Art

San Francisco  
Sonja Moro  
+1 415 694 9002

## Aboriginal Art

Australia  
Francesca Cavazzini  
+61 2 8412 2222

## African, Oceanic & Pre-Columbian Art

Los Angeles  
Fredric W. Backlar  
+1 323 436 5416 •

## American Paintings

New York  
Jennifer Jacobsen  
+1 917 206 1699

## Antiquities

London  
Francesca Hickin  
+44 20 7468 8226

## Antique Arms & Armour

London  
David Williams  
+44 20 7393 3807

## Art Collections, Estates & Valuations

London  
Harvey Cammell  
+44 (0) 20 7468 8340  
New York  
Sherri Cohen  
+1 917 206 1671  
Los Angeles  
Leslie Wright  
+1 323 436 5408  
Joseph Francaviglia  
+1 323 436 5443  
Lydia Ganley  
+1 323 436 4496  
San Francisco  
Victoria Richardson  
+1 415 503 3207  
Celeste Smith  
+1 415 503 3214

## Australian Art

Australia  
Merryn Schriever  
+61 2 8412 2222 Alex Clark  
+61 3 8640 4088

## Australian Colonial Furniture and Australiana

+61 2 8412 2222

## Books, Maps & Manuscripts

London  
Matthew Haley  
+44 20 7393 3817  
New York  
Ian Ehling  
+1 212 644 9094 Darren Sutherland  
+1 212 461 6531  
Los Angeles  
Catherine Williamson  
+1 323 436 5442  
San Francisco  
Adam Stackhouse  
+1 415 503 3266

## British & European Glass

London  
John Sandon  
+44 20 7468 8244

## British Ceramics

London  
John Sandon  
+44 20 7468 8244

## California & Western Paintings & Sculpture

Los Angeles  
Scot Levitt  
+1 323 436 5425  
Kathy Wong  
+1 323 436 5415  
San Francisco  
Aaron Bastian  
+1 415 503 3241

## Carpets

London  
Helena Gumley-Mason  
+44 20 8393 2615

## Chinese & Asian Art

London  
Asaph Hyman  
+44 20 7468 5888  
Rosangela Assennato  
+44 20 7393 3883  
Edinburgh  
Ian Glennie  
+44 131 240 2299  
New York  
Bruce MacLaren  
+1 917 206 1677  
Los Angeles  
Rachel Du  
+1 323 436 5587  
San Francisco  
Dessa Goddard  
+1 415 503 3333  
Hong Kong  
Xibo Wang  
+852 3607 0010  
Sydney  
Yvett Klein  
+61 2 8412 2231

## Chinese Paintings

Hong Kong  
Iris Miao,  
+852 3607 0011

## Clocks

London  
James Stratton  
+44 20 7468 8364  
New York  
Jonathan Snellenburg  
+1 212 461 6530

## Coins & Medals

London  
John Millensted  
+44 20 7393 3914  
Los Angeles  
Paul Song  
+1 323 436 5455

## Entertainment Memorabilia

London  
Katherine Schofield  
+44 20 7393 3871  
Los Angeles  
Catherine Williamson  
+1 323 436 5442  
Dana Hawkes  
+1 978 283 1518

## European Ceramics

London  
Sebastian Kuhn  
+44 20 7468 8384

## European Paintings

London  
Charles O' Brien  
+44 20 7468 8360  
New York  
Madalina Lazen  
+1 212 644 9108  
Los Angeles  
Mark Fisher  
+1 323 436 5488  
Rocco Rich  
+1 323 436 5410

## European Sculptures & Works of Art

London  
Michael Lake  
+44 20 8963 6813

## Furniture and Decorative Art

London  
Thomas Moore  
+44 20 8963 2816  
Los Angeles  
Angela Past  
+1 323 436 5422  
Anna Hicks  
+1 323 436 5463  
San Francisco  
Jeffrey Smith  
+1 415 215 7385

## Greek Art

London  
Anastasia Orfanidou  
+44 20 7468 8356

## Golf Sporting Memorabilia

Edinburgh  
Kevin McGimpsey  
Hamish Wilson  
+44 131 240 0916

## Irish Art

London  
Penny Day  
+44 20 7468 8366

## Impressionist & Modern Art

London  
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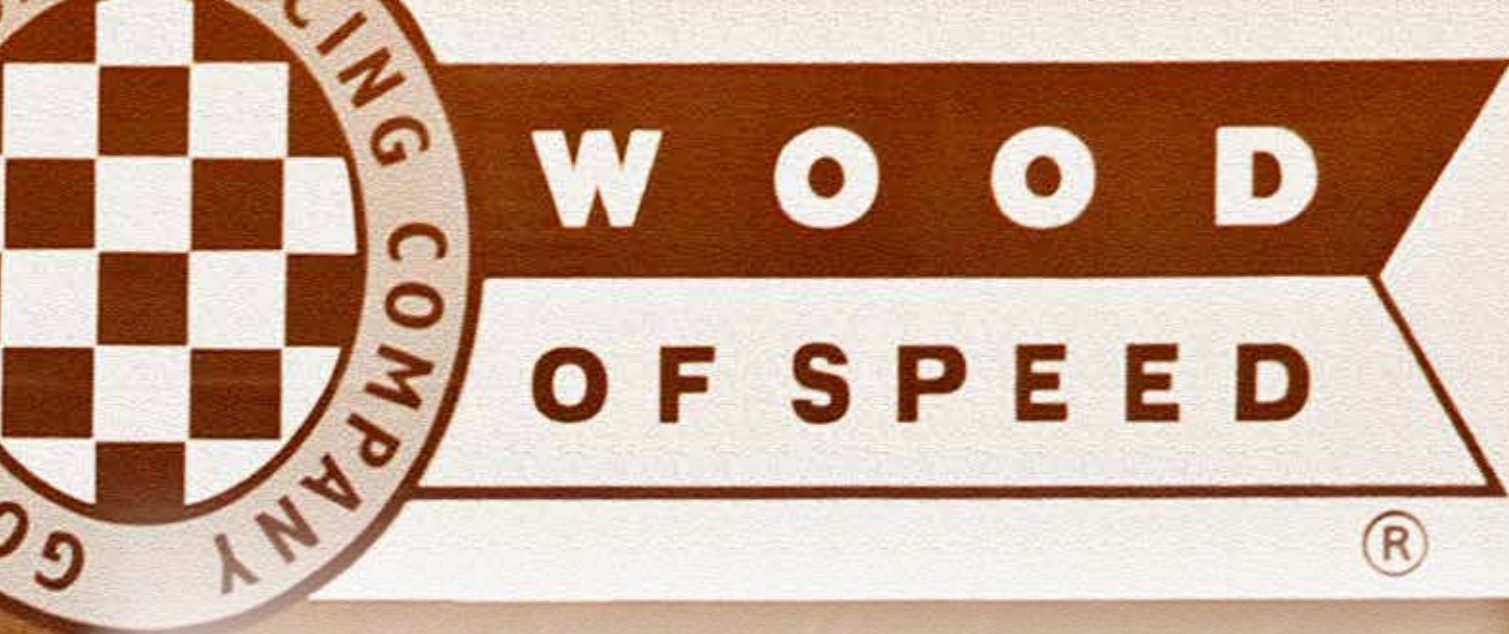


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## Index

Lot No	Year	Model	Lot No	Year	Model
336	1955	AC Ace 'Ruddspeed' Roadster	331	1966	Ford GT40 Coupé
319	1957	AC Aceca Coupé	322	1964	Gordon-Keeble Coupé
323	1934	Alfa Romeo 8C 2300 'Long Chassis' Tourer	303	1913	Hupmobile 32hp Tourer
362	1953	Alfa Romeo 1900C 1st Series Sprint Coupé	359	1950	Jaguar XK120 Roadster
366	1965	Alfa Romeo Giulia 1600 Spider	341	1965	Jaguar E-Type Series 1 4.2-Litre Roadster
314	1933	Aston Martin Le Mans 1½-Litre Long Chassis Tourer	373	1972	Jaguar E-Type Series 3 V12 2+2 Coupé
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347	1962	Aston Martin DB4 Series IV 4.2-Litre Vantage	320	1998	Jaguar XJ220
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306	1998	Ferrari 550 Maranello Coupé	374	1932	Vale Special Two-seater Sports
352	1999	Ferrari 550 Maranello Coupé	375	1962	Volkswagen Type 2 Ambulance
310	1930	Ford Model A Station Wagon/Shooting Brake	345	1992	Williams-Renault FW14B





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